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UNITED STATES STEAMER KEARSARGE.

OFFICIAL RECORDS

OF THE

UNION AND CONFEDERATE NAVIES

IN THE

WAR OF THE REBELLION.

PUBLISHED UNDER THE DIRECTION OF

The Hon. H. A. HERBERT, Secretary of the Navy,

BY

LIEUT. COMMANDER RICHARD RUSH, U. S. NAVY,

SUPERINTENDENT NAVAL WAR RECORDS,

AND

MR. ROBERT H. WOODS.

BY AUTHORITY OF AN ACT OF CONGRESS APPROVED JULY 31, 1894.

SERIES I—VOLUME I.

THE OPERATIONS OF THE CRUISERS,

FROM JANUARY 19, 1861, TO DECEMBER 31, 1862.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1894.

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INTRODUCTION.

The work of preparing for publication the official records of the Union and Confederate navies in the civil war was authorized by an act of Congress approved July 7, 1884. This act permitted the employment of a small clerical force by the Navy Department to copy and classify such documents as were available in the Department files, or could be obtained from other reliable sources. Prior to this Congressional action there had been a desultory attempt on the part of the Department to collect and arrange these records, but comparatively little was accomplished until the assistance of Congress was obtained, when, under the direction of the Secretary of the Navy, the Office of Naval War Records was organized, and Professor James R. Soley, U. S. Navy, at that time the librarian of the Navy Department, was placed in charge as the first Superintendent.

Under the efficient management of Mr. Soley the work of collecting and classifying the material was vigorously begun. Much difficulty, however, was found in collecting the records, for while the official reports of commanders of fleets and of vessels acting singly were on file in the Navy Department, it was found that the correspondence between flag-officers and their subordinates was frequently missing. Without this squadron correspondence the historical value of the work would necessarily be incomplete, and the Department, therefore, spared no pains to secure the letter books and papers of the chief actors on both sides. These papers have, for the most part, been obtained, and they have been copiously used in the compilation of the work. The reports of the Union commanders are full and fairly complete. It is to be regretted, however, that the Confederate records are not equally complete, due to the great difficulty found in collecting them, and also to the fact that a large part of the archives of the Confederate Navy Department was burned at the close of the war. Frequent careful searches throughout various parts of the country, conducted by a spe-

cial agent of the Department, have brought to light many duplicates of these papers, found among the personal files of participants. It is hoped that this first volume of the series will revive the interest of the participants in the events referred to, and lead them to bring to the notice of the Department the whereabouts of any papers bearing upon naval operations in the civil war of which they may have knowledge.

By act of Congress approved July 11, 1888, the clerical force of the office was placed upon such a footing as to enable the Superintendent to make a substantial advance in the copying and classification of the material then in hand.

The following extract from the report of the Secretary of the Navy for that year is of interest as showing the estimation in which the Department regarded the proposed publication:

The importance and value of these records have been frequently alluded to in my reports, but I now call attention to the subject, as Congress, by its action last year, has shown its intention that the work should be seriously prosecuted. There is no doubt whatever that the Army War Records, for the compilation of which a liberal provision has been made, form to-day one of the most valuable and most sought-after of all the Government publications. The naval records are of equal importance and demand equal attention. Without them the record is incomplete. The civil war is not only the first war in which naval operations on a great scale have been conducted since the introduction of steam, but it is the only war in which those modern appliances have been used which have revolutionized the art of naval warfare. The only operations of any magnitude with rams, with torpedoes, with ironclads, with rifled ordnance, and, it might be added, with steam vessels, that can be studied by the professional man, are those of the war of 1861–'65. The maintenance of a steam blockade and the employment of commerce-destroying steam cruisers, two of the most important operations of modern war, occurred only in this conflict. To place this record in a permanent and accessible form, where it can be referred to by the naval service, by the executive and legislative departments of the Government in their efforts to insure the highest efficiency in the Navy, and by the public generally, is the object of this publication, which clearly ought to appear side by side with that of the War Department.

By acts of Congress approved February 26, 1889, and July 11, 1890, the force of the office was still further increased. In July, 1890, Lieutenant-Commander F. M. Wise, U. S. Navy, relieved Mr. Soley as Superintendent, the latter having resigned his position to accept the appointment of Assistant Secretary of the Navy. During Mr. Wise's charge of the office the work of collection and classification was ably continued upon the lines laid down by his predecessor. Additional papers, both Union and Confederate, were obtained, many of which are of special value.

Mr. Wise having received orders to sea duty, was relieved by Lieutenant-Commander Richard Rush, U. S. Navy, in June, 1893. Upon taking charge of the office, the present Superintendent found that ample material had been prepared to begin the work of compilation and publication. Having made a careful examination of the documents, a plan of compilation was drawn up which was submitted to the Secretary of the Navy for his approval, with the recommendation that Congress be asked to authorize and provide for the early publication of the work. The Department having approved this recommendation, Congress directed the commencement of the publication in accordance with the plan submitted, making an appropriation for this purpose (act approved July 31, 1894).

In preparing to publish the records it became apparent that for purposes of reference it would be more convenient to separate the subject of operations from administrative matter; and yet much of this latter material was found to be of exceptional value, especially that relating to the construction and outfit of the fleet. The extraordinary expansion of the Union Navy from a peace footing in 1861, when it was composed of small squadrons of ships widely separated in distant parts of the globe, to the enormous war fleet of 1865, numbering over 600 vessels of all descriptions, which maintained an effective blockade on a coast line of over 3,000 miles, presents in itself an interesting subject of professional and historical research. Equal interest is attached to the construction of the Confederate Navy, which, although small, gave exhibition of marvelous energy and ingenuity with the limited resources at its disposal. The papers relating to the creation of these two fleets are therefore of such special importance that it has been thought best to comprise them in a separate series (Series II). By this arrangement the subject of the general operations afloat (Series I), which is the main object of the work, is given a separate and principal place. It is the intention of the Department to introduce throughout the volumes of both series illustrations of each class or type of vessels referred to, in order to preserve the identity of these ships as they actually appeared during the war.

The plan of publication thus outlined includes only the use of such material as may be certified to be contemporaneous naval records of the war, and is divided into three series, in the following order of arrangement:

I. The first series embraces the reports, orders, and correspondence,

both Union and Confederate, relating to all naval operations on the Atlantic and Gulf coasts and inland waters of the United States during the war of the rebellion, together with the operations of vessels acting singly, either as cruisers or privateers, in different parts of the world. These reports are accompanied by such diagrams and maps as may be necessary.

In this series the papers are arranged according to squadrons and flotillas, chronologically, and, as far as possible, the Union reports of any events are immediately followed by the Confederate reports.

II. The second series embraces the reports, orders, and correspondence relating to—

1. The condition of the Union Navy in 1861, before the commencement of hostilities, and to its increase during the progress of the war, including the annual and special reports of the Secretary of the Navy and chiefs of the various bureaus.

2. The construction and outfit of the Confederate Navy, including privateers, setting forth also the annual and special reports of the Confederate Secretary of the Navy and chiefs of bureaus.

3. Statistical data of all vessels, Union and Confederate, as far as can be obtained.

4. Returns of naval and military property captured by the navies of both sides during the war.

5. Correspondence relating to naval prisoners.

This series is arranged chronologically in each of the above sections as far as practicable.

III. The third series embraces all reports, orders, and correspondence and returns of the Union and Confederate authorities not specially relating to the matter of the first and second series.

The Navy Department is now prepared to continue the publication of the records until completed, and will do so as rapidly as Congress may authorize the work.

The following is an extract from the law governing the distribution of the sets comprising the publication (act of Congress, approved July 31, 1894):

* * * Of said number six thousand eight hundred and forty copies shall be for the use of the House of Representatives, two thousand one hundred and twelve copies for the use of the Senate, and one thousand and forty-eight copies for the use of the Navy Department and for distribution by the Secretary of the Navy among officers of the Navy and contributors to the work. The quotas herein authorized of said publication for the Senate and House of Representatives shall be

sent by the Secretary of the Navy to such libraries, organizations, and individuals as may be designated by the Senators, Representatives, and Delegates of the Fifty-third Congress, it being the purpose of this distribution herein provided for to place these records in public libraries and with permanent organizations having libraries so far as such libraries may exist in the several States and Territories. Each Senator shall designate not exceeding twenty-four and each Representative and Delegate not exceeding nineteen of such addresses, and the volumes shall be sent thereto from time to time as they are published, until the publication is completed, and all sets that may not be ordered to be distributed as provided herein shall be sold by the Secretary of the Navy for cost of publication with ten per centum added thereto, and the proceeds of such sale shall be covered into the Treasury. If two or more sets of said volumes are ordered to the same address, the Secretary of the Navy shall inform the Senators, Representatives, or Delegates who have designated the same, who thereupon may designate other libraries, organizations, or individuals. The Secretary of the Navy shall inform distributees at whose instance the volumes are sent.

RICHARD RUSH,
ROBERT H. WOODS,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., November 1, 1894.

ORDER OF COMPILATION OF NAVAL WAR RECORDS.

SERIES I.

1. Operations of the Cruisers, 1861–1865.

   Union cruisers.

   West India (Flying) Squadron, under Acting Rear-Admiral Wilkes, U. S. N., 1862-1863.

   West India (Flying) Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1863–1864.

   Confederate cruisers and privateers

2. Operations in the Gulf of Mexico, January to June 7, 1861

   Surrender of the Pensacola navy yard.

   Cooperation of the Navy in the relief of Fort Pickens.

3. Operations on the Atlantic Coast, January to May 13, 1861.

   Cooperation of the Navy in the attempts to relieve Fort Sumter.

   Abandonment and destruction of the Norfolk navy yard.

   Home Squadron, under Flag-Officer Pendergrast, U. S. N.

4. Operations on the Potomac and Rappahannock rivers, 1861–1865.

   Potomac Flotilla, under Commander Ward, U. S. N, 1861.

   Potomac Flotilla, under Captain Craven, U. S. N., 1861.

   Potomac Flotilla, under Lieutenant Wyman, U. S. N., 1861–1862.

   Potomac Flotilla, under Commodore Harwood, U. S. N., 1862–1863.

   Potomac Flotilla, under Commander Parker, U. S. N., 1863–1865.

5. Atlantic Blockading Squadrons, 1861–1865.

   Atlantic Blockading Squadron, under Flag Officer Stringham, U. S. N., May 13 to Sept. 23, 1861.

   West India Squadron, under Flag-Officer Pendergrast, U. S. N., 1861.

   Naval Defenses of Virginia and North Carolina, under Flag-Officer Barron, C. S. N.

   Atlantic Blockading Squadron, under Flag-Officer Goldsborough, U. S. N., 1861.

   North Atlantic Blockading Squadron, under Rear-Admiral Goldsborough, U. S. N., 1861–1862.

   Naval Defenses of Virginia and North Carolina, under Flag-Officer Lynch, C. S. N.

   James River Squadron, under Flag-Officer Buchanan, C. S. N.

   James River Squadron, under Flag-Officer Tattnall, C. S. N.

   James River Flotilla, under Commodore Wilkes, U. S. N., 1862.

   North Atlantic Blockading Squadron, under Acting Rear-Admiral Lee, U. S. N., 1862–1864.

   James River Squadron, under Flag-Officers Forrest and Mitchell, C. S. N.

   * Naval Defenses Inland Waters of North Carolina, under Commander Pinkney, C. S. N.

   * Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Lynch, C. S. N.

   North Atlantic Blockading Squadron, under Rear-Admiral Porter, U. S. N., 1864–1865.

   James River Squadron, under Flag-Officers Mitchell and Semmes, C. S. N.

   * Naval Defenses Cape Fear River, North Carolina, under Flag-Officer Pinkney, C. S. N.

   North Atlantic Blockading Squadron, under Acting Rear-Admiral Radford, U. S. N., 1865.

   South Atlantic Blockading Squadron, under Rear-Admiral Du Pont, U. S. N., 1861 1863.

   * Naval Defenses of South Carolina and Georgia, under Flag-Officer Tattnall, C. S. N.

   * Naval Defenses of Charleston Harbor, S. C., under Flag-Officer Ingraham, C. S. N.

* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

5. Atlantic Blockading Squadrons, 1861–1865—Continued.

South Atlantic Blockading Squadron, under Rear-Admiral Dahlgren, U. S. N., 1863–1865.
* Naval Defenses of Charleston Harbor, S. C., under Flag-Officer Tucker, C. S. N.
Naval Defenses of Savannah, Ga., under Flag-Officers Hunter and Tattnall, C. S. N.

6. Gulf Blockading Squadrons, 1861–1865.

Gulf Blockading Squadron, under Flag-Officer Mervine, U. S. N., 1861.
Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1861–1862.
* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
East Gulf Blockading Squadron, under Flag-Officer McKean, U. S. N., 1862.
East Gulf Blockading Squadron, under Acting Rear-Admiral Lardner, U. S. N., 1862.
East Gulf Blockading Squadron, under Acting Rear-Admiral Bailey, U. S. N., 1862–1864.
East Gulf Blockading Squadron, under Captain Greene, U. S. N., 1864.
East Gulf Blockading Squadron, under Acting Rear-Admiral Stribling, U. S. N., 1864–1865.
West Gulf Blockading Squadron, under Flag-Officer Farragut, U. S. N., 1862–1863.
Mortar Flotilla, under Commander Porter, U. S. N., 1862.
Lower Mississippi River Defenses, under Commander J. K. Mitchell, C. S. N.
* Mobile Defenses, under Flag-Officer Randolph, C. S. N.
Trans-Mississippi Marine Department, under Major Leon Smith, C. S. A.
West Gulf Blockading Squadron, under Commodore Bell, U. S. N. (ad interim), 1863.
West Gulf Blockading Squadron, under Rear-Admiral Farragut, U. S. N., 1864.
* Mobile Defenses, under Admiral Buchanan, C. S. N.
West Gulf Blockading Squadron, under Commodore Palmer, U. S. N., 1864–1865.
West Gulf Blockading Squadron, under Acting Rear-Admiral Thatcher, U. S. N., 1865.
* Mobile Defenses, under Flag-Officer Farrand, C. S. N.

7. Operations on the Western Rivers, 1861–1865.

Naval Forces on Western Waters, under Commander Rodgers, U. S. N., 1861.
Naval Forces on Western Waters, under Flag-Officer Foote, U. S. N., 1861–1862.
* Mississippi River Defenses, under Flag-Officer Hollins, C. S. N.
Naval Forces on Western Waters, under Flag-Officer Davis, U. S. N., 1862.
* Mississippi River Defense Fleet, under Captain Montgomery, C. S. A.
* Mississippi River Defenses, under Commander R. F. Pinkney, C. S. N.
* Mississippi River Defenses, under Flag-Officer Lynch, C. S. N.
Mississippi Squadron, under Rear-Admiral Porter, U. S. N., 1862–1864.
Mississippi Squadron, under Acting Rear-Admiral Lee, U. S. N., 1864–1865.
* Naval Defenses of Red River, Louisiana, under Lieutenant J. H. Carter, C. S. N.

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* The Confederate material under this head is very scant. It is therefore hoped that those who have any Confederate naval documents upon the subject will communicate with the Office of Naval War Records, Navy Department, Washington, D. C.

LIST AND STATIONS

OF

UNITED STATES VESSELS OF WAR IN COMMISSION MARCH 4, 1861.

HOME SQUADRON.

Name.	Tonnage.	Class.	Guns.	Crew.	Location.
Pawnee	1,289	Screw sloop	8	115	Washington, D. C.
Crusader	549	Screw steamer	8	70	New York.
Mohawk	464	do	5	62	Do.
Supply	547	Sailing storeship	4	45	Do.
Sabine	2,726	Sailing frigate	50	393	Off Fort Pickens.
St. Louis	700	Sailing sloop	20	133	Do.
Brooklyn	2,070	Screw sloop	25	259	Do.
Wyandotte	464	Screw steamer	5	60	Do.
Cumberland	1,726	Sailing sloop	24	270	On the way from Vera Cruz to Hampton Roads.
Pocahontas	694	Screw steamer	5	68	Do.
Powhatan	2,415	Side-wheel steamer	11	226	On the way from Vera Cruz to New York.
Macedonian	1,341	Sailing sloop	22	280	Vera Cruz.

EAST INDIES.

Hartford	1,990	Screw sloop	16	264	Hongkong, China.
Dacotah	998	do	6	106	Shanghai, China.
Saginaw	453	Side-wheel steamer	3	42	Canton, China.
John Adams	700	Sailing sloop	20	146	
Vandalia		do	20	131	Capo Town, South Africa.
Niagara	4,580	Screw frigate	12	372	Do.

MEDITERRANEAN.

Richmond	1,959	Screw sloop	16	259	Messina, Italy.
Susquehanna	2,450	Side-wheel steamer	15	230	Naples, Italy.
Iroquois	1,016	Screw sloop	6	118	Malta, Italy.

BRAZIL.

Congress	1,867	Sailing frigate	50	436	Montevideo.
Seminole	801	Screw sloop	5	102	Buenos Ayres.
Pulaski	395	Side-wheel steamer	1	35	Montevideo.

List and stations of United States vessels of war in commission March 4, 1861—Cont'd.

AFRICAN COAST.

Name.	Tongue.	Class.	Guns.	Crew.	Location.
Constellation	1,452	Sailing sloop	22	227	Near mouth of Congo River.
Portsmouth	989	do	22	161	Do.
Saratoga	982	do	18	144	Do.
San Jacinto	1,446	Screw steamer	15	182	Do.
Mohican	994	do	6	125	Do.
Sumpter	464	do	5	60	Do.
Mystic	464	do	5	61	Do.
Relief	468	Sailing storeship	2	36	Latitude 2° N., longitude 11° W.

PACIFIC.

Lancaster	2,360	Screw sloop	22	327	Panama.
Wyoming	997	do	6	137	Mare Island, Cal.
Narragansett	804	do	5	100	Callao, Peru.
Saranac	1,446	Side-wheel steamer	9	187	Valparaiso, Chile.
St. Mary's	958	Sailing sloop	22	174	Panama.
Levant	792	do	20	143	Lost.
Cyane	792	do	20	154	Latitude 22° N., longitude 104° W.

PREFACE TO VOLUME I, SERIES I.

The operations of the cruisers comprise the reports of the commanders of the Union flying squadrons and of vessels acting singly, which were sent in search of the Confederate cruisers and privateers, as well as the reports of the commanders of the latter vessels. The field of operations of these ships extended to nearly every sea, and was distinct from that of the blockading squadrons. The time covered the entire period of the war, and the vessels concerned were usually acting under independent or special orders, the report of each commander forming, as a general rule, a complete paper in itself.

It was therefore thought best, in the compilation of the volumes relating to this subject, to place the Union documents together, and to have the Confederate documents follow them, each division covering about the same period of time in the same volume. This arrangement was adopted in order to preserve the continuity of the narrative, especially in the Confederate matter. The reports and correspondence are placed chronologically in each division, with a distinct heading for every paper and without other subdivision or classification. It is believed that this chronological arrangement, in connection with the full and copious index to each volume, will afford ample means of reference to its contents. In reports of special or single events in which the papers bear specific relation to those events, the chronological order has been somewhat modified, and such documents have been placed together in the compilation.

The present volume gives the reports of operations of the cruisers from January, 1861, to December 31, 1862. This subject will be continued in the second volume of the series, which will soon be ready for the press.

RICHARD RUSH,
ROBERT H. WOODS,
Compilers.

NAVY DEPARTMENT,
Washington, D. C., November 1, 1894.

OPERATIONS OF THE CRUISERS—UNION.

FROM JANUARY 19, 1861, TO DECEMBER 31, 1862.

OPERATIONS OF THE CRUISERS—UNION.

FROM JANUARY 19, 1861, TO JANUARY 31, 1863.

Order of the Secretary of the Navy to Lieutenant Thomas, U. S. Navy, commanding U. S. storeship Falmouth, to protect California steamers.

NAVY DEPARTMENT, *January 19, 1861.*

SIR: It is rumored that a piratical expedition is on foot to proceed to the isthmus for the purpose of seizing the California steamers with their treasure; that a schooner has already been chartered to convey the expedition to Aspinwall, where they will be clandestinely landed and make their attack after the treasure shall have been put on board the steamer. There may not be foundation for this rumor. You will, however, be vigilant, and if necessary be prompt to use all the means at your command for the protection of the California steamers and their treasure, or other property of citizens of the United States.

I am, respectfully, your obedient servant,

I. TOUCEY,
Secretary of the Navy.

Lieutenant CHARLES THOMAS,
Commanding U. S. Storeship Falmouth,
Aspinwall, New Grenada.

Report of Lieutenant Thomas, U. S. Navy, commanding U. S. storeship Falmouth, of readiness to act in protection of California steamers.

U. S. STORESHIP FALMOUTH,
Aspinwall, N. G., February 4, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 19th ultimo, informing me it was rumored that a piratical expedition was on foot to proceed to the isthmus for the purpose of seizing the California steamers, with their treasure. I shall hold myself in readiness to act with the means at my command, should occasion require it. Should an outbreak occur here which might involve the property of citizens of the United States it would be necessary to land an armed force, and in view of such an emergency I would very

respectfully suggest the propriety of having this ship supplied with a guard of marines and one field piece, which could be easily landed, and, if necessary, brought into immediate and effective use.

I have the honor to be, very respectfully, your obedient servant,

CHAS. THOMAS,
Lieutenant, Commanding.

Hon. I. TOUCEY,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Mediterranean Sea, relative to disturbances at Messina, Italy.

U. S. FLAGSHIP RICHMOND,
Messina, March 2, 1861.

SIR: In my dispatch of the 15th ultimo (No. 27) I stated that as soon as intelligence was received of the fall of Gaeta the citadel of Messina was summoned to surrender by the Sardinian commanding general, General Chiabura. This demand was most peremptorily refused by General Fergola, the commandant of the citadel.

On the 25th ultimo a large Sardinian frigate, bearing the flag of Admiral Persano, arrived and anchored in the outer roadstead. The following night General Cialdini arrived from Gaeta and took up his quarters in the royal palace at Messina. The day after, another summons was sent to General Fergola, who answered as before, adding that he would defend the citadel left in his care by the King of Naples to the last extremity. Upon this General Cialdini commenced throwing up fieldworks some distance from the citadel, and on the morning of the 28th the Sardinian frigate *Victor Emanuel* steered directly into the harbor and landed 1,500 troops and munitions of war within half musket shot of the citadel. In the afternoon the several foreign consuls received a notice from General Fergola that, as General Cialdini had broken through the convention formerly established between the parties by taking the offensive and preparing batteries, he should commence hostilities in twenty-four hours after the receipt of his letter. When this notice was received I was on shore, and on returning on board at 4 p. m. I found Admiral Persano waiting to see me. He and General Cialdini had received notices from General Fergola that he would commence hostilities at sunset that day. I found on my table a letter addressed to me from General Fergola, just received, giving me the same notice which was given to the consuls. Several attempts were made by the foreign consuls to restore affairs to their former position, but without effect. As the time given was not sufficient to remove the ships in harbor to a place of safety, I addressed a letter to General Fergola requesting that the time might be extended, which he refused to comply with. As I did not receive General Fergola's letter until 4 o'clock in the afternoon, there was but little more time that day than to notify those who had property exposed to place it in safety. The following day (yesterday), soon after the time specified, the French man-of-war left the inner harbor and some of the merchant vessels were removed; most of them, however, remained. Just before 6 p. m. the citadel fired four heavy guns toward the south of the town, and this morning, at about 11 a. m., a Sardinian steamer was fired at when passing the light-house battery.

The city is in the greatest consternation and all leaving who can, as it is believed that General Fergola has had an order from Francis II to level the city of Messina with his shot and shells before he surrenders, which he has the power to do.

During the day our boats have been employed in assisting Americans and other neutrals, and at this moment every vessel is out of the harbor except the English frigate *Terrible* and this ship. As we lie directly between the batteries and the city, the inhabitants consider themselves partially free from bombardment; but as soon as a gun is fired from the heights back of the city, which General Cialdini may do at any moment, the cannonade will commence.

I do not know how far we are justified in remaining so long after the notice given is past, but, as the batteries at the citadel will not probably fire so long as Cialdini remains quiet, we are the means of protecting the city and giving the inhabitants more time to secure themselves and property.

Sunday morning, March 3.—We are still at our anchorage within the harbor, where we will remain until there is a probability of a cross-fire near us, when I shall run into the outer anchorage. A large number of Sardinian ships are now lying near the faro, within 3 miles of Messina, and three others just reported coming in full of troops. As the mail is about to close I must conclude my letter.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Mediterranean.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Further report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Mediterranean Sea, regarding affairs at Messina, Italy.

U. S. FLAGSHIP RICHMOND,
Near Messina, March 9, 1861.

SIR: My dispatch No. 32, informing you that we were still at anchor within the harbor of Messina, I was obliged to close to send by the mail of the 3d instant. About noon of that day I received a communication, through his aids, from the commandant of the citadel, General Fergola, to request General Cialdini's permission to send two of his (Fergola's) officers to Rome in the mail steamer, which was to leave the following day, in order to ascertain the wishes of Francis II with regard to that fortress. This application, made through Admiral Persano, the commander of the Sardinian fleet, was about to be attended with success, when information reached General Cialdini that one of his transports had been sunk by a shot from the citadel. Immediately a prompt refusal was given. That afternoon a British line-of-battle ship, the *Victor Emanuel*, came into the harbor to relieve the *Terrible*, which ship took her departure a few hours after. On the morning of the 4th two aids of General Fergola came on board to ascertain the result of their application. When learning that General Cialdini had refused to permit them to send to Rome, one of them said, with much vehemence, "It is now only left for us to die like men, with arms in our hands."

I was also informed by them that it was now difficult for the officers to restrain the men, and that a fire might be made upon the town at any moment. Under these circumstances, and being convinced that it was not my duty to remain longer, I got under way and steamed out of the harbor at 2 p. m., immediately followed by the *Victor Emanuel*.

On the following day, the 5th, the mail arrived from Civita Vecchia, but brought no letters from Rome, and it now evidently appears that it is the intention of Francis II to destroy the city of Messina and sacrifice the brave men who have so long and faithfully adhered to his cause. I anchored in the roadstead, about 3,000 yards from the nearest battery, where we are now moored. For several days following it has been blowing a gale, with much rain, which has prevented hostile operations. The weather improved this morning, and at half past 2 p. m. the citadel opened upon the batteries of General Cialdini, near the city, and has continued to fire ever since, the batteries of General Cialdini returning the fire, but not with much activity, as he is not yet prepared.

March 10.—During the night the citadel continued to fire on the town at intervals, which has been kept up until the present moment. I understand that General Cialdini did not return the fire. I must now close this communication, as the mail will soon leave.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Mediterranean.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Mediterranean Sea, of attack by Sardinian forces on fortifications of Messina.

U. S. FLAGSHIP RICHMOND,
Messina, March 16, 1861.

SIR: In my last communication, dated 10th instant (No. 35), I had the honor to inform you that the batteries of General Fergola, the commandant of the citadel of Messina, had commenced firing upon the Sardinian forces of General Cialdini without any return from the latter general. This firing was continued night and day without much apparent effect. Early on the morning of the 12th, Admiral Persano, the commander of the Sardinian naval forces, got under way with his screw frigate, the *Maria Adelaide*, and in company with a line-of-battle ship and the frigate *Victor Emanuel*—both screw ships—stood down toward the citadel and commenced a fire at half past 7 o'clock on the southwestern part of the fortress. At a quarter past meridian General Cialdini unmasked his batteries—four erected near the convent of Noviciata, about 1,800 yards from the citadel; another within less than 1,000 yards from the Bastione di Blasco, a strong outwork of the citadel; and a mortar battery some distance in the rear of the latter to the southwest. The batteries near the Noviciata consisted of about 36 rifled cannon of 7-inch bore, and as they were considerably elevated above the citadel, they sent a plunging fire of conical shells directly into the fortress, which, together with the mortar batteries, soon drove the Neapolitans from the guns mounted *en barbette;* at the same time

most of the guns of the Bastione di Blasco were rendered unserviceable by the battery established so near it.

It blew a gale of wind at the time, which soon drove the line-of-battle ship and frigate *Victor Emanuel*, both having but small steam power, out of gunshot. The *Maria Adelaide*, however, having full power, retained her position, and it was a splendid sight to see the gallant Persano steaming up and down in the height of the gale, with his beautiful frigate within 500 yards of the citadel, delivering his fire by divisions. Every man on the sea side of the citadel was driven from his gun, and, as I have since been informed, after stopping the embrasures with sand bags, took refuge in the casemates. At 4 o'clock some storehouses in the citadel were set on fire by the shells, and burned vigorously. At half past 5 the citadel hoisted four white flags, when the firing ceased, and Admiral Persano steamed directly into the harbor. I immediately sent in a boat with an offer to send any surgeons on board; when in a short time, on the return of the boat, I was informed that the citadel had refused to surrender, and that the battle was to be immediately renewed. Admiral Persano came out with his ships and was about commencing a night attack, when General Fergola sent word that he would surrender at discretion, which he did at 10 o'clock that night. Thus, in less than five hours and a half from the time the batteries of Cialdini were opened, one of the strongest artificial fortifications ever constructed surrendered at discretion of the conquerors.

There were upwards of 4,000 effective men in the works. Had they been possessed of any courage they could have held out for many days, but after they retired from their barbette batteries not a gun was fired from the casemates. In consequence of the elevation of the batteries of General Cialdini, and his superior guns, they must have succumbed at last, for nothing could have withstood the plunging fire of his rifled cannon, capable of throwing a heavy shell of 50 pounds upwards of 6,000 yards, when placed within less than one-third that distance. I have since learned that none were killed in the citadel, and only 7 wounded. Several men were wounded on board the *Maria Adelaide* by the bursting of a shell from the citadel.

On the following day it continued to blow a gale of wind, which prevented my moving, but I returned into the harbor the day after. All the merchant ships are again moored to the marina, in front of the city, and everything has the appearance of peace and quietness. I am happy to say that the city received scarcely any damage. When General Fergola was firing at the works in the process of construction by General Cialdini I was in town for a short time, and found those who remained pursuing their usual avocations as if nothing remarkable was going forward. Everyone seemed to be familiar with the constant explosion of the guns, and as no damage had been sustained, none seemed to be feared.

As a part of the machinery of this ship is still on shore under repair, I shall take a month's provisions from the *Susquehanna* and send her to Spezia. The *Iroquois* is now at Civita Vecchia. I enclose a plan of the harbor and fortifications of Messina, which will make this communication more intelligible to the Department.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,

Flag-Officer, Commanding U. S. Naval Forces, Mediterranean.

Hon. SECRETARY OF THE NAVY,

Washington, D. C.

Letter from C. Vanderbilt, esq., to the Secretary of the Navy, requesting that California steamers be provided with Government arms.

OFFICE OF THE ATLANTIC AND PACIFIC STEAMSHIP CO.,
177 West street, New York, April 16, 1861.

SIR: For the better protection of our California steamers, which are known to transport large amounts of specie on every voyage from Aspinwall to New York, it has been deemed advisable to place on each one good and serviceable pivot or swivel gun. There are undoubtedly some guns of this description at the Brooklyn navy yard which can be spared from the Government service, and I write this to inquire whether you will permit this company to use those guns for the purpose named.

I am informed by Mr. W. H. Aspinwall that during the Mexican war the steamers on the Pacific Ocean owned by the Pacific Mail Steamship Company, of which he was one of the managing owners, were furnished with guns by the Government.

It is likewise deemed advisable to place on board each of our three steamers regularly employed in this trade 100 muskets or rifles of the most approved description, and it is believed that these arms, in the hands of passengers such as ordinarily travel over this route, will be a sufficient protection against any pirate or privateer.

The shippers of specie by our line are alarmed at the present state of affairs, and are apprehensive that our steamers may be seized or robbed on their voyage from Aspinwall to New York, unless some special provision be made for their safety.

An early reply will greatly oblige your very obedient servant,

C. VANDERBILT.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Petition of New York merchants and bankers to the Secretary of the Treasury that means of defense be furnished the California steamers.

NEW YORK, *April 17, 1861.*

SIR: The undersigned, merchants and bankers of the city of New York, in view of the exposure from depredations by Southern privateers of the California mail steamers, carrying $40,000,000 of gold annually from San Francisco to this port, would respectfully ask your Department to furnish each of said ships with two or more guns and sufficient artillerymen; also such other means of defense as you in your judgment may elect.

The capture of even one of these steamers by the enemies of the Government, either on the Atlantic or Pacific, would stop shipments of gold from San Francisco, or at any rate divert the flow of treasure from New York to foreign countries; would result in serious injury to our merchants and banks, and necessarily incommode our Government in any future loans it may deem necessary to apply for, while our plan would be attended with but trifling expense.

WM. SELIGMAN & CO.
DUNCAN, SHERMAN & CO.
J. D. JONES.
WM. T. COLEMAN & CO.
[And 21 others.]

Hon. SALMON P. CHASE,
Secretary Treasury.

Letter from president of Atlantic Mutual Insurance Company to the Secretary of the Navy, enclosing petition for immediate measures of protection to vessels in Southern waters.

OFFICE OF THE ATLANTIC MUTUAL INSURANCE COMPANY,
New York, April 18, 1861.

SIR: We take the liberty to send you the enclosed petition, the purpose of which is to urge upon the attention of the President the pressing danger with which American commerce is threatened in Southern waters.

It is apprehended that privateers will be fitted out immediately, while the merchantmen are wholly unprepared, and that their first successes will stimulate other like depredations. If they are prevented and suppressed in the outset by instant and efficient measures the evil [will] be comparatively slight.

We respectfully suggest that there are fast-sailing steamers at this port which can be chartered or purchased and readily made available for this service.

Very respectfully, your obedient servant,

J. D. JONES,
President.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

NEW YORK, *April 18, 1861.*

The PRESIDENT OF THE UNITED STATES:

We entreat you to take immediate measures to protect American commerce in the Southern waters, and we respectfully suggest the purchase or charter of steamers, of which a number can be fitted from here without delay.

J. D. JONES,
President Atlantic Mutual Insurance Co.
M. H. GRINNELL,
President Sun Mutual Insurance Co.
ALFRED OGDEN,
President Orient Mutual Insurance Co.
DAN'L DRAKE SMITH,
President Commercial Mutual Insurance Co.
T. B. SATTERTHWAITE,
President New York Mutual Insurance Co.
JNO. S. TAPPAN,
Vice-President Union Mutual Insurance Co.
JOHN A. PARKER,
Vice-President Great Western Insurance Co.
CHAS. NEWCOMB,
Vice-President Mercantile Mutual Insurance Co.
[And 11 others.]

[Endorsement.]

The Department will spare no means at its command to protect the commerce of the country. Orders have already been issued for opening additional recruiting rendezvous for seamen and to place every vessel in the Navy in condition for service, etc.

G. W.

Letter from W. F. Weed & Co. to the Secretary of the Navy offering suggestions for the protection of commerce.

BOSTON, *April 18, 1861.*

DEAR SIR: The undersigned, who are largely engaged in commerce in this city, respectfully suggest that it is advisable for the Government immediately to charter or purchase twenty of the best clipper ships that can be obtained, and arm and place them in commission at once for the protection of our commerce against privateers.

These ships are capable of carrying a moderate battery without any material alterations, and are strong enough to cope with any vessels that can possibly be sent out by the Confederate States.

They are also very fast, and in the light trim that they would be in when properly ballasted, provisioned, and armed for the service would be much faster than war steamers with favorable winds, and in any kind of weather would be superior to any sail vessels that could possibly be sent against them.

These ships, in the absence of competent naval officers, can be properly officered by commanders and officers of the merchant service, manned with first-rate crews of from 50 to 100 men, armed with from four to six long guns and a few of smaller size, with an ample supply of small arms, and would afford great protection to our merchant ships; they could also be made valuable as transports to carry both men and stores.

A few such ships, it seems to us, should be at once placed off the passage leading to the islands of Cuba and San Domingo, with which islands our commerce is exceedingly valuable and is now almost entirely unprotected from privateers; and commerce, it seems to us, would be the first for privateers to molest, and Government can not be too prompt in taking steps for its protection.

Such ships as we have suggested, officered and manned with New England men and New Yorkers, would be as valuable for the protection of our commerce in the most exposed places as sailing frigates, and we hope that they may be so considered by the Government. Six or ten of them could be advantageously employed on the waters to Europe between New York and Cape Sable.

Very respectfully, yours,

W. F. WEED & CO.

Hon. GIDEON WELLES,
Secretary of the Navy.

Petition of New York merchants to the Secretary of the Navy for convoy for California steamers.

APRIL 20, 1861.

We, the undersigned, bankers and merchants of New York, beg to call your attention to the fact that we are advised, and fully believe, that there are citizens of Spain and other foreign countries who are now, or soon will be, in possession of letters of marque, granted by the Confederate States, who are likely to seize upon the California steamers, on the Pacific and Atlantic, having on board large amounts of treasure; and in view of this we pray that you will detail a Government steamer on the Pacific to act as a convoy, or to bring the treasure and mails once a month from San Francisco to Panama, and one to bring them from Aspinwall to this port, connecting with the steamer

leaving San Francisco, say the 1st of every month, the steamers now engaged in the trade bringing the passengers only.

For service in the Pacific two steamers would probably be required, but whilst thus engaged they would be acting as a guard to American interests on the entire Mexican Pacific coast.

The importance of the safe transmission of the treasure and mails to the Government and her citizens will, we trust, justify an early and favorable response; and we will ever pray, etc.

WM. T. COLEMAN & CO.
DUNCAN, SHERMAN & CO.
AUGUST BELMONT & CO.
WELLS, FARGO & CO.
[And 32 others.]

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Capture of the slaver Nightingale, April 21, 1861.

Report of Commander Taylor, U. S. Navy, commanding U. S. S. Saratoga.

U. S. S. SARATOGA, *April 21, 1861.*

SIR: I have the honor to report the capture of the ship *Nightingale*, of Boston, under American colors, and with a cargo of 961 slaves. The ship will sail as soon as practicable, under the command of Lieutenant J. J. Guthrie, for New York, via Monrovia, Liberia. Herewith are enclosed a copy of the orders of Lieutenant Guthrie and his report of inventory. For the details of the capture, I beg leave to refer to the enclosed copy of my letter to the judge of the U. S. district court.

I have given all the needed directions to Lieutenant Guthrie about properly and amply providing for these unfortunate captives and enabling them to have as much pure air as possible, and finally to adopt every measure for their health and comfort. I also enclose a muster roll of the officers and crew of this ship at the time of the capture.

I deem it my duty to call your attention to the fact that this ship is now very much disabled. When I sailed from the United States she was 18 men short of her complement. One man has since then been sent to the United States sick. The prize being a large ship, I deem it necessary for safety to send 2 lieutenants, 6 marines, and 25 men in her. Lieutenant Tyler, the marine officer of this ship, having been quite ill for some time past, and as he may be of some assistance, I deem it advisable to send him also. You will see that this ship is therefore 3 officers, 44 men, and 6 marines short of her complement.

I am, sir, very respectfully, your obedient servant,

ALFRED TAYLOR,
Commander.

Hon. SECRETARY OF THE NAVY,
Washington, D. C.

[Enclosures.]

Letter of Commander Taylor, U. S. Navy, commanding U. S. S. Saratoga, to the judge of U. S. district court at New York City.

U. S. S. SARATOGA, *Kabenda, April 21, 1861.*

SIR: For some time past the American ship *Nightingale*, of Boston, Francis Bowen master, has been watched on this coast, under the sus-

picion of being engaged in the slave trade. Several times we have fallen in with her at sea, and although fully assured that she was about to engage in this illicit trade, she has had the benefit of a doubt.

A few days ago, observing her at anchor in this port, I came in and boarded her, and from several circumstances was induced to believe that she was then preparing to receive slaves on board. Under this impression, this ship was got under way yesterday and went some distance off, but with the intention of returning under the cover of night, which was done, and at 10 p. m. we anchored and sent two boats, under the command of Lieutenant Guthrie, for the purpose of boarding her by surprise, which was done, when it was found that she already had in 961 slaves and was expecting more. Lieutenant Guthrie accordingly took possession of her as a prize, and I have directed him to take her to New York and to hold himself prepared to give all the information which the case may require, and also to deliver to you all the papers found on board.

She is a clipper ship of about 1,066 tons, and has "*Nightingale*, of Boston," on her stern, in gilt letters. Whenever she hoisted her colors they were American, and she had them flying late yesterday evening.

Very respectfully, your obedient servant,

ALFRED TAYLOR,
Commander, U. S. Navy.

The DISTRICT JUDGE OF U. S. DISTRICT COURT,
City of New York.

Order of Commander Taylor, U. S. Navy, commanding U. S. S. Saratoga, to Lieutenant Guthrie, commanding prize ship Nightingale.

U. S. S. SARATOGA, *Kabenda, April 21, 1861.*

SIR: You will proceed with the American ship *Nightingale*, of Boston, captured at this port, this morning, by this ship, to Monrovia, Liberia, where you will immediately give information of your arrival to the Rev. John Seyes, or his successor, the agent appointed by the U. S. Government to receive and provide for Africans recaptured by the cruisers of the United States. As soon as the agent is ready to receive the African captives on shore they will be landed with care, and be taken charge of by the agent, who will give for them triplicate receipts, specifying them as men and women and male and female children. You will then enclose one of the receipts addressed to the flag-officer commanding this squadron and leave it in care of the U. S. agent. You will also call on the chief of the Government of Liberia, and inform him of the purpose of your visit, which being completed, you will take in wood and water sufficient to carry you to New York, where you will report in person to the commandant of the naval station and in writing to the honorable Secretary of the Navy, inclosing one of the receipts of the U. S. agent for the African captives.

You will be prepared to deliver up the vessel to the U. S. marshal, and all the papers and one of the agent's receipts for the captives to the judge of the U. S. district court, and be ready to act in the case of the ship under your charge as your orders and circumstances may require.

Lieutenant Hays, of the Navy, and Lieutenant Tyler, of the Marines, are ordered to report to you for duty. Six petty officers, 3 seamen, 8 ordinary seamen, 6 landsmen, 2 boys, 1 corporal of marines, 5 privates of marines will accompany you as the prize crew.

On your arrival at New York you will strictly prohibit anyone from leaving the ship or having any communication with the shore until the vessel is delivered to the U. S. authorities. The provisions remaining on board and all public property in your charge, will be turned over to the commandant of the U. S. naval station, as well as the prize crew, with the accounts accompanying them.

I am, very respectfully, your obedient servant,

ALFRED TAYLOR,
Commander.

Lieutenant J. J. GUTHRIE, U. S. Navy,
Commanding Prize Ship Nightingale.

Report of Lieutenant Guthrie, U. S. Navy, commanding prize ship Nightingale (slaver), giving account of cruise from Liberia to New York.

U. S. PRIZE SHIP NIGHTINGALE,
New York, June 15, 1861.

SIR: I have the honor to report my arrival here to-day in command of the American ship *Nightingale*, thirty-two days from Monrovia, Liberia, which port we left on the 13th of May last, at 4 p. m., after landing 801 recaptured African captives, the official receipt for whom is herewith enclosed. The *Nightingale* was seized in the act of receiving their negroes on board on the night of the 20th of April, about midnight, and I regret that an American named Francis Bowen and a Spaniard named Valentino Cortina effected their escape during my watch on deck on the night of the 22d of April last. They probably did so by slipping down a rope over the stern of the ship, at a time when I had gone forward among the negroes to attend to a sick one, so that whatever blame or censure may be attached to this circumstance devolves entirely on me; and I need not add that I feel deeply grieved on account of it, and it has added greatly to the solicitudes of this anxious voyage. The first person named was known to be the commander of the *Nightingale* prior to the capture, and the latter was represented as such at the time. We sailed from Kabenda for Monrovia on the afternoon of the 23d of April. For the first few days we had to contend with continual light rains and calms, and during the latter part of the voyage had to contend with a succession of head winds, frequent squalls, and heavy drenching rains, which probably increased the mortality among the blacks. The African ship fever also made its appearance on board, and several of the prize crew, as well as Lieutenant Hays and myself, suffered from it.

On the 3d of May John Edwards (landsman) departed this life. His remains were committed to the deep, decomposition following death so closely in this case that I deemed it advisable to throw overboard his bedding, etc., to remove their contagious influence. On the 7th of May, about 10 p. m., we anchored near Monrovia, Liberia, and on the following day landed the recaptured Africans. The President of Liberia very kindly tendered to me any aid in his power, either official or personal, and by means of his prompt and efficient cooperation the landing was effected in so short a space of time. After filling up with water and purifying the ship we sailed from Monrovia for New York, about 4 p. m., Monday, May 13. Our crew had become so debilitated and sickly from the effects of the climate and from continued labors and exposures that it became very difficult to carry sail and manage a ship of this size (1,066 tons). At one time there were only 7 on duty, 3 in one watch and 4 in the other. On the 17th of May Michael Redmond

(marine) departed this life. His remains were committed to the deep. On the 20th of May, Henry Nagle (ordinary seaman) departed this life. His remains were duly committed to the deep. Both cases were malignant. Shortly after this the fever began to subside, and these are all the casualties which it is my painful duty to remand.

The remainder of the cruise was without any important incidents. At 12:30 last night made Barnegat light, bearing W. by N., distant about 17 miles. At 2:30 received on board a New York pilot. At 10:30 came to off the quarantine ground and was boarded by the health officer and quarantined, where we remained.

Very respectfully, your obedient servant,

JOHN JULIUS GUTHRIE,
Lieutenant, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from president Pacific Mail Steamship Company to Secretary of the Navy, naming points where protection to California steamers is needed.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, April 24, 1861.

DEAR SIR: By late advices from the Isthmus of Panama (via Havana and Jamaica) I have heard that parties in the Pacific have lately purchased a steamer and furnished her with arms. This would appear to be a preparation for privateering and may have been done in anticipation of Mr. Davis' war and mode of prosecuting it.

This company has so deep an interest in the commerce between this city and San Francisco, in its carriage of the United States mails, passengers, treasure, and merchandise freight, that I take the liberty of suggesting to the Department the several points where our steamers would be most exposed to molestation and capture: In entering and leaving the ports of San Francisco, Acapulco, Panama, and Aspinwall, and in passing through the West India Islands. The steamers are compelled to touch at Acapulco for coals, which a privateer looking out for them would understand and act accordingly.

I would respectfully suggest, therefore, that the Department should give us protection by vessels of war at the various points named, and particularly at Acapulco, where our steamers could be easily intercepted in consequence of the narrow entrance of the port, etc. I would suggest further that steam vessels will alone answer the purpose. My knowledge of the danger and of the different localities referred to, with my marine education, which was acquired in both the naval and merchant service, enables me to express a practical opinion on the subject and induces me to proffer my request, which I do with all deference, but earnestly, and in the hope that it may meet your favorable consideration.

I have the honor to remain, with great respect, your obedient servant,

ALLAN MCLANE,
President.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Measures to be taken to guard the treasure ships on this side.

Order of the Secretary of the Navy to the commandants of navy yards, relative to Confederate privateers.

[Confidential.]

NAVY DEPARTMENT, *April 27, 1861.*

SIR: It will be the duty of all Government vessels to seize or capture any privateer or vessel that it may meet on the high seas or in our waters depredating on our commerce or making hostile demonstrations toward the United States or any of its citizens. Vessels having on board arms, munitions, articles contraband, or which are of a suspicious character, or that claim to belong to or to have any authority from any government, or pretended government, not recognized by the United States, should be at once captured. All commanders of seagoing ships will be vigilant and energetic in carrying these orders into execution, and you will communicate a copy hereof to every vessel that leaves the Portsmouth yard.

Very respectfully, etc.,

G. WELLES,
Secretary of the Navy.

Captain GEO. F. PEARSON,
Commandant Navy Yard, Portsmouth, N. H.

(Similar letters were addressed to Captain William L. Hudson, commandant navy yard, Boston; Captain Samuel L. Breese, commandant navy yard, New York; Captain S. F. Du Pont, commandant navy yard, Philadelphia; Captain J. A. Dahlgren, commandant navy yard, Washington, D. C.)

Order of the Secretary of the Navy to Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, to protect American commerce.

[Confidential.]

NAVY DEPARTMENT, *April 27, 1861.*

SIR: The difficulties that have developed themselves in certain States which have assumed an attitude of hostility to the Federal Government, may extend to the Pacific and call for vigilant and energetic action on your part and that of your command. Apprehensions having been expressed that attempts may be made by privateers or lawless persons to seize one of the California steamers, your particular attention will be directed to that subject. The ports of San Francisco, Acapulco, and Panama are points of special danger, and you will, in this crisis, concentrate your force on the route from Panama to San Francisco, unless there should be a demand for you in other quarters of which the Department is not advised. You must exercise your judgment in discharging the responsible duties that devolve upon you.

Very respectfully, etc.,

G. W[ELLES,
Secretary of the Navy.]

Flag-Officer J. B. MONTGOMERY,
Commanding Pacific Squadron.

P. S.—Your dispatches to No. 87, inclusive, have been received. In the absence of Flag-Officer Montgomery, Captain Ritchie, or the senior officer in command at Panama, will give the necessary orders to the

squadron, apprising them of the condition of public affairs, instructing them to guard and protect our commerce, capture privateers, and give vigilant attention to our interests. It is desirable that the information contained in this letter be forwarded to Flag-Officer Montgomery by the earliest conveyance.

[G. W.]

Order of the Secretary of the Navy to commandant navy yard, Philadelphia, to be prepared to capture privateers in waters of the Delaware.

[Confidential.]

NAVY DEPARTMENT, *April 27, 1861.*

SIR: I acknowledge the receipt of your letters of the 23d and 24th instant, and approve your course and the prompt arrangements you made in the emergency, not only responding to, but even anticipating, the views of the Department.

Should there be any privateer or hostile vessel in the waters of the Delaware means should be instantly instituted for her capture, and if there should be no public armed vessel available a steamer should be chartered and manned without delay, to seize her as soon as reliable information is received of such an enemy.

I have directed Commodore Paulding to detail three or four midshipmen as requested by you. There are now ten at this station.

I am, sir, respectfully, your obedient servant,

GIDEON WELLES,
Secretary Navy.

Captain S. F. DU PONT,
Commandant Navy Yard, Philadelphia.

Letter from president Pacific Mail Steamship Company to William H. Aspinwall, esq., containing suggestions for protection of California steamers.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, April 27, 1861.

MY DEAR SIR: For the protection of the California Atlantic steamers I would suggest that the Government station a steamer on the usual route through the West India Islands. She, by previous understanding, should be met by the steamer from New York off Mariguana Island and convoy the latter clear of Point Folly, off the east end of Jamaica, where she should also by previous understanding meet the steamer from Aspinwall and convoy her clear of Mariguana. Day and night signals should be agreed upon, that there might be no mistake in identity.

The Government steamer could coal, etc., at Jamaica. Between steamers she might run round Cuba, and see that no prizes were off Havana. I would recommend for this service a fast boat, with long pivot guns forward and aft; also four broadside 32-pounders of medium length, to carry both shell and round shot, grape and canister. A naval man can be found to command. Captain Harris would make a first-rate master (sailing), or, if need be, captain.

I deem this service of the highest importance to the safety of our California steamers; it would remove the only great risk in the trade.

Very respectfully,

ALLAN MCLANE,
President.

W. H. ASPINWALL, ESQ.

Report of commandant navy yard, New York, of two vessels fitting out at Savannah, Ga.

NAVY YARD, NEW YORK, *April 29, 1861.*

SIR: Mr. C. W. Webster, of New Hampshire, late master of the bark *Silphide*, more recently first officer of the steamship *Florida*, arrived here on Saturday from Savannah, and reports two vessels fitting out at that port, a brig and a schooner, for privateering, one of them belonging to C. W. Lamar. He understood they would be ready in eight or ten days.

Very respectfully, your obedient servant,

SAMUEL L. BREESE,
Commandant.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEW YORK, *April 30, 1861.*
(Received Washington, 1:30 p. m.)

SECRETARY OF NAVY: By the mail to-morrow will you please order Commodore Montgomery to send a war steamer to Acapulco for the protection of our steamers containing passengers, mails, treasures, etc. Should one of them be captured the enemy would have to take her to some Mexican port. Our steamers are compelled to stop at Acapulco for coal.

ALLAN MCLANE,
President.

Order of the Secretary of the Navy to commandant navy yard, New York, to capture all insurgent vessels.

[Confidential.]

NAVY DEPARTMENT,
Washington, D. C., May 2, 1861.

SIR: The information communicated in yours of the 29th April, that two privateers are fitting out at Savannah, is corroborated by information drawn from other sources. I send herewith extracts from a letter in this Department, and from these, as well as from the facts of your letter, it is evident that no time should be lost in dispatching two of the steamers off Savannah River. As the Department is unadvised in regard to the steamers you have engaged, it is compelled to instruct you to order two on this service.

The commanders have already been detailed, and if you have not lieutenants you must employ master's mates. Should the *Constitution* be in New York with the midshipmen, you are authorized to detail one for each of the steamers.

The commanders will make it a point to capture all privateers, all armed vessels, and, indeed, any vessel sailing under authority, or pretended authority, from the States in insurrection; to seize all vessels having on board arms, armed men, munitions, or articles contraband of war. So far as in their power, they will establish a blockade in conformity with the proclamation of the President, copies of which are herewith transmitted. Neutral vessels in port they will permit to depart within fifteen days.

After Flag-Officer Stringham shall have arrived out he will give orders in detail; until then a copy of this letter will be their instructions.

Report the names of the vessels, commanders, and other particulars.

Respectfully, your obedient servant,

GIDEON WELLES,
Secretary Navy.

Commodore SAML. L. BREESE,
Commanding Navy Yard, New York.

[Enclosure.]

EXTRACTS REFERRED TO IN DISPATCH TO COMMODORE BREESE, MAY 2, 1861.

Steamer *Everglade* and a steam tug purchased in New York are being fitted up by the State of Georgia at Savannah. They burn wood now, and are called coast-guard boats. A prohibition of coal into their ports would keep these steamers near their wood piles.

A small 80-ton schooner, single topsail, is also being fitted at Savannah, said to be for a privateer. She is rather old, Baltimore model, tall raking masts, fine lines, headboards, and ornamental figurehead, scroll, or something similar; been lying in Savannah River some time; painted black ten days since; apparently ready for sea except bending sails; could not carry much of an armament or many men, but could be towed to sea by one of the steamers referred to through some of the inlets making from the Savannah River, and go to sea 20 miles above or below Savannah. Timber and planking could be obtained just below Savannah (accessible to ships), scows made, filled with stones, towed in, and sunk across the channels. This, with a blockade, would compel a man to go ahorseback part of the way to get from Georgia to Florida, and cut off Savannah from all trade or intercourse by water north or south except in small boats.

The restriction on the export of corn from Baltimore stops the entire present supply of corn to Savannah, as the Baltimore line of propellers have been carrying large quantities of corn lately for Georgia consumption. Corn has been going to sea from North Carolina to Georgia.

To blockade Norfolk effectually the canal from that port connecting with ports and places in North Carolina should be stopped working. A small, fast sailing schooner, 30 tons, was at Fernandina, Fla., ten days since, said to be intended as a privateer. The *Wanderer* is in Havana on sale. Coal for New Orleans boats go down the Mississippi from Pittsburg.

Letter from the governor of New Jersey to the President of the United States regarding defenseless condition of that State.

STATE OF NEW JERSEY, EXECUTIVE DEPARTMENT,
Trenton, May 2, 1861.

DEAR SIR: The citizens of New Jersey residing in the southwestern part of the State and on the Delaware Bay feel some anxiety on account of their defenseless condition and exposure to annoyance from privateers. I have consulted Commodore Stockton on the subject, and have prevailed upon him and Mr. Edwin A. Stevens to visit Washington on behalf of the State, to confer with you as to the most appropriate means of allaying the apprehensions of our people.

I am, sir, very respectfully, your obedient servant,

CHS. S. OLDEN,
[*Governor.*]

Hon. A. LINCOLN,
President of the United States.

Order of Secretary of the Navy to Commander Goldsborough, U. S. Navy, commanding U. S. S. Union, to cruise for protection of commerce.

NAVY DEPARTMENT, *May 2, 1861.*

SIR: You will proceed with the *Union* and cruise off the capes of [the] Delaware for the protection of commerce in that quarter. You will capture any privateers or illegal vessels, detain and examine those that are suspicious or which have armed men, munitions, or articles contraband of war destined to the insurrectionary States, and as often as convenient make report to the Department.

Very respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander J. R. GOLDSBOROUGH,
Commanding U. S. S. Union.

Order of Secretary of the Navy to commandant navy yard, New York, to suppress privateering.

NAVY DEPARTMENT, *May 13, 1861.*

Sir: As soon as the equipment of the *Mount Vernon* is completed and she is officered and ready for sea she will proceed with all expedition to the gulf for the purpose of aiding in suppressing privateering and carrying into effect the blockade of the ports in that quarter. Her commanding officer will report to the senior officer on his arrival for instructions, and in the meantime will capture any privateers or vessels with hostile troops or arms or munitions destined for the insurrectionary States.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore S. L. BREESE,
Commandant Navy Yard, New York.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Mediterranean Sea, of the sailing, in obedience to Department's orders, of the U. S. S. Susquehanna and Iroquois for New York.

U. S. FLAGSHIP RICHMOND,
Spezia, May 13, 1861.

SIR: I have the honor to inform you that on the 4th instant I received your letters of the 8th and 11th April, the first directing me to send to New York the *Susquehanna* and *Iroquois* and the latter to return to the United States with this ship also.

The following day the *Susquehanna* arrived at Naples, in accordance with an order I had sent to Captain Hollins to join me on the 5th May. In less than two and a half hours that ship was again under way, with instructions to proceed to New York, touching at Tunis, and, if necessary, at Cagliari and [Port] Mahon, to deliver a letter to Captain Palmer to join me in the *Iroquois* immediately at Spezia.

The day I received your order for the return of the ships at a venture I telegraphed to Commander Palmer, supposing it possible it might reach him before he sailed. This telegram fortunately arrived at Malta as he was about to leave, and he immediately turned his course toward Spezia, where he arrived on the 9th instant. Captain Hollins will, therefore, in accordance with his instructions, stop only at Tunis, which will be a detention of but a few hours, and may be expected in New York by the 1st of June.

It blew a gale directly into the Bay of Naples when the *Susquehanna* left, but having full steam power she easily made way against it. The following day, the gale continuing, we were compelled to remain at our anchors, but left the day after, the 7th instant, and arrived here to-day. On our way up from Naples I touched at Leghorn to settle some unpaid bills of the *Susquehanna* and adjust other matters connected with our return to the United States.

The *Iroquois* will sail at daylight to-morrow for Leghorn to replenish her stock of coal. As I have made arrangements to get her a speedy supply she will not be detained there over twenty-four hours, and will then continue her course to New York.

In this ship we are now employed in getting in our stores of water, provisions, etc., which I hope we can accomplish in three or four days, when we shall proceed to Genoa for coal and a portion of the machinery of the engine sent recently from New York.

I respectfully enclose a copy of my last order to Captain G. N. Hollins of the *Susquehanna*.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Mediterranean.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. FLAGSHIP RICHMOND,
Naples, May 5, 1861.

SIR: You will proceed immediately to Tunis and give the enclosed letter to Commander Palmer of the *Iroquois*. If the *Iroquois* has not been to Tunis, you will leave the letter for Commander Palmer at that place. If Commander Palmer has left Tunis, you follow him to Cagliari,

island of Sardinia. If he has left there you will go to [Port] Mahon, island of Minorca, and if the *Iroquois* is not there and has not been there, you will leave the letter in the hands of the U. S. consul. When the letter is disposed of you will proceed as soon as possible to New York, stopping at Gibraltar or Cadiz to fill up your coal, and on your arrival at New York report to the honorable Secretary of the Navy.

I am, respectfully, yours,

CHAS. H. BELL,
Flag-Officer.

Captain GEORGE N. HOLLINS,
Commanding U. S. S. Susquehanna, Naples.

Order of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Mediterranean Sea, to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to proceed without delay to New York.

U. S. FLAGSHIP RICHMOND,
Spezia, May 13, 1861.

SIR: You will get under way as early as possible to-morrow morning and proceed to Leghorn, where I have arranged with the American vice-consul to supply you without delay with coal. As soon after as you are ready in all respects you will proceed to New York, touching on your way either at Gibraltar or Cadiz to replenish your coal. On your way across the Atlantic, if necessary, you can stop either at Madeira or Fayal, according to the route you take, for a further supply. You will exercise your best judgment to make a quick passage, as it is all important that your ship should reach the United States as soon as possible. On your arrival you will report to the Secretary of the Navy and send him a copy of this letter.

Wishing you a safe and quick passage and a happy meeting with your family and friends,

I am, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer.

P. S.—You will be pleased to write me from Gibraltar or Cadiz, placing your letter in the care of the U. S. consul at Gibraltar, to be handed to me on my arrival at that place.

C. H. B.

Commander J. S. PALMER,
Commanding U. S. S. Iroquois, La Spezia.

Letter from R. B. Forbes, esq., to Secretary of the Navy, forwarding memorial regarding protection of vessels in Vineyard Sound.

BOSTON, *May 14, 1861.*

SIR: I have the honor to forward herewith a memorial relating to the protection of the trade centering in the Vineyard Sound and vicinity, say from Montauk Point to the coast of Cape Cod.

I have been offered a very effective propeller tugboat, which would be a suitable vessel to arm with two 6 or 12 pound rifle guns. She is new and well built, and can be bought at a reasonable price by private contract if applied for soon. She is about 127 tons, 80 feet long, 18 beam, and 8½ hold, with a condensing engine 26-inch cylinder.

I am, very faithfully, your servant,

R. B. FORBES.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

BOSTON, *May 13, 1861.*

Whereas the number of vessels passing through the Vineyard Sound is very large, amounting to more than 50,000 annually, and belonging to all the ports of New England, the undersigned, insurers, merchants, and others interested therein, respectfully request that an armed steamer be stationed as a coast guard in said Vineyard Sound.

ALLIANCE INSURANCE COMPANY,
Per R. S. ANDROS, *President.*
[And other insurance companies and merchants.]

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant Brasher, U. S. Navy, commanding U. S. brig Bainbridge, to protect California steamers.

NAVY DEPARTMENT, *May 15, 1861.*

SIR: Having been appointed to the command of the U. S. brig *Bainbridge*, you will proceed with that vessel the moment she is ready for sea with all practicable dispatch to Aspinwall, New Grenada. You will remain there with her until otherwise ordered by the Department or the flag-officer of the home or West India Squadron, Captain Pendergrast.

Your principal object at Aspinwall will be the protection of the California steamships with their passengers and treasure against piratical vessels, or vessels sailing under pretended letters of marque issued by the insurrectionary States. Should you fall in with any such vessels, you will promptly seize them and send them either to New York or Boston.

For the present you will send your communications to the Department direct, reserving copies to be handed or forwarded to the flag-officer of the squadron when an opportunity may offer.

Before sailing from Boston forward to the Department a muster roll of the *Bainbridge* and a separate list of her officers. Blanks for the purpose have been transmitted to the commandant of the navy yard, Boston.

I am, respectfully, your obedient servant,

[GIDEON WELLES,
Secretary of the Navy.]

Lieutenant T. M. BRASHER,
Commanding U. S. Brig Bainbridge, Boston.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Mediterranean Sea, of proposed capture of American merchant ships by Confederate privateers in those waters.

U. S. FLAGSHIP RICHMOND,
Genoa, May 18, 1861.

SIR: A gentleman came on board to see me to-day by the name of Augustus Collingbridge, late a captain in the British East India service, who states that a few days since, while at Frankfort on the Main, he was waited on by a Spaniard, agent for the firm of Garcia & Co., bankers of Barcelona, and an offer made to him to furnish commissions for privateers on the part of the Southern Confederate States. He was informed by this agent that, as the United States squadron had been recalled and would soon leave the Mediterranean, there would be a fine opportunity of capturing all the American merchant ships in that sea.

Captain Collingbridge thought, from information that he had received, that the American consul at Cadiz would not object to promote this affair, and that the American consul at Genoa was in the same category. As both these gentlemen come from a section of the country noted for its filibustering propensities, and from what I have seen and heard of them myself, I have no doubt there is some foundation for this suspicion.

In ten days this ship will be on the Atlantic, and then the Mediterranean will be entirely exposed to these marauders. There are now six American vessels in this port. I left several at Leghorn, and there are probably a number at Marseilles and Malaga.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Mediterranean.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Messrs. D. R. King & Co., Philadelphia, to Secretary of the Navy, requesting naval convoy or armament for California steamers.

PHILADELPHIA, *May 20, 1861.*

DEAR SIR: We have for several years past been in the habit of making large and regular shipments to California in Vanderbilt's steamers, but at present fear the risk of capture is too great to continue to do so unless we have your assurance of either a naval convoy or armament.

Our object in writing is to suggest to you whether it would not be practicable to put these ships in commission and put a force of marines and a pivot gun of long range on board of each. An assurance from the Government that measures had been adopted for the full protection of the California steamers will allay much anxiety on the part of those who are shipping goods or who expect remittances.

If you can find time from your present arduous engagements to reply to our communication, you will confer a great favor not only on ourselves, but also on a large number of other persons who are deeply interested.

We are, very respectfully, your obedient servants,

D. R. KING & CO.

Hon. GIDEON WELLES.

Letter from Secretary of the Navy to the governor of New Jersey regarding protection for that State.

NAVY DEPARTMENT, *May 21, 1861.*

SIR: I have received your letter of the 15th instant on the subject of protecting the inlets on the New Jersey coast, and would respectfully state in reply that the coast guard of the loyal States is assumed by the Treasury Department as a part of the revenue system, to which I have referred your letter.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

His Excellency CHARLES S. OLDEN,
Governor of New Jersey.

Report of Captain Nicholas, U. S. Navy, commanding U. S. S. Constellation, of the capture by that vessel of the American brig Triton (slaver).

U. S. S. CONSTELLATION,
Congo River, West Coast of Africa, May 22, 1861.

SIR: I have the honor to report to you that I yesterday captured at Punta da Lenha the American brig *Triton*. She had no slaves on board, but every preparation for their reception had been made.

I dispatched her to-day for Norfolk, under charge of Midshipman George A. Borchert, with the necessary written instructions for his guidance on his arrival. The men who accompany Mr. Borchert have been on this coast nearly two years, and on their arrival at Norfolk will have been at sea actively employed over two years. I therefore respectfully request that they may be paid off and discharged, and that Mr. Borchert may be allowed the usual leave of absence.

I avail myself of this occasion to report to you the prompt and efficient cooperation which I received from Captain Bedingfield, of H. M. S. *Prometheus*. Having no means myself of communicating with Punta da Lenha I intimated the fact to Captain Bedingfield, who instantly placed his steamer at my disposal, with the offer to tow a boat with as many officers and men as I chose to send. I sent out the fourth cutter, under command of Lieutenant P. C. Johnson, and they commenced steaming up the river at 3 o'clock, and by 10 o'clock had taken possession of the *Triton*.

The only other American vessel there was the *Falmouth*. She doubtless is going to take in slave cargo, but her preparations were not sufficiently advanced to make it advisable to seize her. Had I been one month earlier I could have made a great capture, as there were at that time nine slavers at Punta da Lenha, all of which have escaped except the ship *Nightingale*, which was captured by the *Saratoga*.

It is perhaps proper for me to state that Flag-Officer Inman is temporarily absent from this ship, he having removed his flag to the *Portsmouth*. This will account for my making this report.

The crew of this ship are in tolerably good health, but the effect of the climate is beginning to tell upon them.

I have the honor to be, with great respect, your obedient servant,

J. S. NICHOLAS,
Captain, Commanding U. S. S. Constellation.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Brasher, U. S. Navy, commanding U. S. brig Bainbridge, acknowledging orders.

U. S. BRIG BAINBRIDGE,
Off Boston Light, May 22, 1861.

SIR: I have the honor to report the sailing of this vessel under your orders of May 15, and shall use my utmost exertion to execute well your instructions. The muster roll of officers and men is forwarded through the commodore of the yard.

Very respectfully, your obedient servant,

T. M. BRASHER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Ritchie, U. S. Navy, senior officer present in Bay of Panama, relative to mail steamers.

U. S. S. SARANAC,
Bay of Panama, May 22, 1861.

SIR: Communications from the Department of dates April 27 and May 1 have been received, together with the President's proclamation in regard to pretended letters of marque.

Having been notified by the Pacific Mail Steamship Company of the supposed presence of privateers in the Pacific, I had partly anticipated the orders of the Department by directing Commander Bissell, now at Acapulco, to cruise with the *Cyane* between that port and Manzanilla; and have also dispatched an order to Commander Porter, at San Francisco to expedite the repairs on the *St. Mary's*, and when in readiness for sea to repair at once to Manzanilla and cooperate with Captain Bissell in affording protection to the mail steamers along the most exposed line of coast.

By the English mail steamer sailing hence on the 24th instant I will forward instructions to Captain Hunt to proceed immediately with the *Narragansett* to the relief of the *Cyane*, which latter vessel, after receiving her stores at this port, will be dispatched to Callao and discharge the duties of the *Narragansett* at that place.

Captain [J. K.] Mitchell's last communication states that he expected to sail from San Francisco with the *Wyoming* for this port about the 1st instant. Should I hear, however, of the further detention of that vessel, I will direct Captain Mitchell to remain with the *Wyoming* at San Francisco and afford protection to our interests at that point. In my orders to Commander Bissell I have directed special vigilance to be exercised on the arrival and departure of the mail steamers at the port of Acapulco, and will instruct Captain Hunt to the same effect.

Copies of instructions received from the Department will be forwarded to the flag-officer by the earliest conveyance.

I am, very respectfully, your obedient servant,

ROBT. RITCHIE,
Captain, Senior Officer present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Secretary of the Navy to Messrs. D. R. King & Co. regarding measures for protection of California steamers.

NAVY DEPARTMENT, *May 23, 1861.*

GENTLEMEN: Your communication of the 20th instant has been received. The Department has given instructions to its vessels in the West Indies and Pacific for the protection of the California steamers, and it is understood that the steamship company has taken measures to defend their vessels.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Messrs. D. R. KING & CO., *Philadelphia.*

Letter from Henry Wenzell, esq., of Boston, to Secretary of the Navy, forwarding information of the fitting out of privateers at New Orleans.

BOSTON, *May 23, 1861.*

DEAR SIR: To-day an item of intelligence has come to my knowledge that may or may not be important, and that as a loyal citizen I feel it my duty to communicate, though I have not the honor of being known by you.

To-day an acquaintance received a letter from his brother, resident in New Orleans, dated the 16th instant, in which he reports the fitting out at that place by a stock company of the steam tugboat *Enoch Train* as a privateer; also reports that nine other vessels were being fitted for that purpose at Algiers, on the opposite side of the river. This letter he has loaned to a Mr. Kimball, said to be part owner of the *Enoch Train*, who starts this evening for Washington in order to see you in relation to the affair. This Mr. Kimball I have never before heard of, and have no evidence of his loyalty or of his want of it. Mr. Thaxter, the gentleman who received the letter, has great confidence in his brother's statements.

Wishing for our arms success equal to that in the olden time, when the war cry was, "The sword of the Lord and of Gideon,"

I am, dear sir, yours, truly,

HENRY WENZELL.

Hon. GIDEON WELLES,
Secretary Navy, U. S. A., Washington.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Mediterranean Sea, of his arrival at Gibraltar in the flagship Richmond.

U. S. FLAGSHIP RICHMOND,
Gibraltar, May 29, 1861.

SIR: I have the honor to inform you that we arrived here yesterday in six and a half days from Genoa. In consequence of thick, foggy weather, I anchored at Malaga for a few hours. I availed myself of this opportunity to communicate to the consul the information received in regard to the probability of privateers being fitted out in Spain to

cruise against our commerce in the Mediterranean. I learn here that the *Susquehanna* left Cadiz for New York on the 19th instant, and the *Iroquois* on the 25th; this ship will follow to-morrow.

Previous to leaving Genoa we made two attempts, both without success, to raise our propeller. In former communications I informed the Department of this difficulty, and that I intended to dock the ship at Toulon, to have it remedied; but the order to return home, at this important time, did not admit of this delay. We shall have to therefore drag it most of the way across the ocean, as we can not carry coal sufficient to steam the whole distance. This will compel me to stop at Madeira to fill up, but I hope that this detention will not be for more than one day. Under all these circumstances I think the *Richmond* may be expected to arrive in New York about the 5th of July.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Mediterranean.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Secretary of the Navy to Henry Wenzell, esq., of Boston, Mass.

NAVY DEPARTMENT, *May 29, 1861.*

SIR: The Department has received your communication of the 23d instant in relation to the fitting out of privateers at New Orleans, and thanks you for the information afforded.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

HENRY WENZELL, ESQ.,
Boston, Mass.

Report of Flag-Officer Sands, U. S. Navy, commanding U. S. Brazil Squadron, of departure of U. S. S. Seminole for Philadelphia, in obedience to orders.

U. S. FLAG STEAMER PULASKI,
Montevideo, May 31, 1861.

SIR: Since my last, No. 18, I have the honor to acknowledge the receipt of your order of April 8, directing me to order the steamer *Seminole*, Commander Thomson, of this squadron, to the port of Philadelphia.

On the 14th of this month I ordered the steamer to proceed to Rio de Janeiro for stores and provisions for the use of the squadron at this point, with instructions to Commander Thomson, in the event of meeting dispatches there for me, to open, and if finding, as I supposed there might be, from the nature of circumstances at home, anything relating to the steamer under his command, to act in accordance without further reference to me. I am happy to state, for the information of the honorable Department, this day, per French mail, I received a letter from Commander Thomson, informing me of having opened your communication, and that he was then (23d May) preparing to sail for

the United States, and in five days would be ready to proceed, in obedience to your order of the 8th April, which I had happily anticipated, and thereby gained time, which I believed might be of importance to the Department.

Commander Thomson speaks in favorable terms of the *Seminole* since some alterations have been made on her while here, and I have every reason to believe that, with some further alterations when she shall arrive in the United States, she may prove a useful and valuable vessel to the Government.

I am, sir, most respectfully, your obedient servant,

JOSHUA R. SANDS,
Flag-Officer, Commanding U. S. Brazil Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Capture of the Confederate privateer Savannah by the U. S. brig Perry, June 3, 1861.

Extract from report of Rear-Admiral Stringham, U. S. Navy, commanding North Atlantic Blockading Squadron, transmitting report of Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry.

U. S. S. MINNESOTA,
Off Charleston Harbor, June 6, 1861.

SIR: * * * * * * *

June 5, about 10 o'clock a. m., our masthead lookout made a sail, which proved to be the U. S. brig *Perry*, Lieutenant Commanding Parrott, with a prize in company, it being a piratical schooner of about 50 tons, called the *Savannah*, hailing from Charleston, with a commission from Jefferson Davis, dated Montgomery, May 18, 1861, commanded by T. Harrison Baker, and a crew of 19 men. She had placed some of her crew on board a prize, the brig *Joseph*, of Rockland, Me., from Cardenas, with sugar, which she had captured on the 3d instant, and ordered to Beaufort, S. C. The captain of the *Joseph*, retained on board the schooner, now goes to New York in company with the prize master. I herewith enclose a copy of Lieutenant Commanding Parrott's report.

I shall order the schooner to New York in charge of Prize Master R. S. McCook, midshipman.

I beg leave most respectfully to remind the Department that I am very much in want of vessels.

The prisoners of the schooner *Savannah*, captain, lieutenant, sailing-master, and purser, and 10 men—6 having been sent away in their prize, the *Joseph*—are on board the *Minnesota*, and will be sent on the first opportunity to a Northern port.

The *Perry* has proceeded to her station off Fernandina.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Report of Lieutenant Parrott, U. S. Navy, commanding U. S. brig Perry.

U. S. BRIG PERRY,
At Sea, June 5, 1861.

SIR: I have the honor to report that on the 3d instant the privateer schooner *Savannah*, of Charleston, S. C., Captain T. H. Baker, commissioned by Jefferson Davis, President of the Confederate States of America, was captured by this vessel about 60 miles east of Charleston, S. C.

The following are the particulars of the capture: She was discovered apparently following a brig, and, considering her movements suspicious, we gave her chase, and, getting nearer, discovered that she carried a pivot gun. We showed our colors, which sometime after she answered by hoisting a flag for a moment and hauling it down again too soon for us to make it out. We afterwards fired a gun ahead of her, but she showed no colors. At 7:50 p. m., it being quite dark, and the brig, which had been seen near the schooner, out of sight, we were within range, and opened fire on the schooner, which she returned, several of her shots passing over us. At 8:10 she ceased firing and we lost sight of her for a moment; it proved that she had lowered her sails to show her submission. Wore round and passed near her without firing, asking if she surrendered, but could not understand her answer. Wore again, and on passing her were answered that she had surrendered. A prize crew was sent on board, with orders to follow us, and her crew were transferred to this vessel.

She had left Charleston on the 2d instant on her first cruise. We found on board of her the master of the brig *Joseph*, of Rockland, Me., which was the vessel seen near her, and which she had captured on the morning of the 3d instant.

As the smoke from the guns added to the difficulty of keeping the vessel in view, we fired slowly and expended but a few shots upon her. Two of our shots passed through her sails and one between them and the hull.

The officers and crew seconded with great zeal my efforts to prevent the escape of the privateer. She awaits your orders.

I am, very respectfully, your obedient servant,

E. G. PARROTT,
Lieutenant, Commanding.

Flag-Officer SILAS H. STRINGHAM,
U. S. S. Minnesota.

Abstract of log of U. S. brig Perry, Lieutenant E. G. Parrott, U. S. Navy, commanding.

June 3, 1861.—(Latitude, 32° 47′; longitude, 78° 52′.) Boarded Bremen bark *Copernicus*, bound for Baltimore. She certified that she had been boarded by the *Minnesota* and warned not to enter any port south of the Chesapeake. At 2 saw light-house bearing N. W. by W. At 4 discovered a brig and a schooner; schooner a mile astern of brig. At 4:40 p. m., movements of the schooner being suspicious, gave chase to her. At 5 saw that schooner had a gun. At 6:10 schooner hoisted colors and kept them up only for a moment, but we could not make them out. At 7:15 fired a shot ahead of her, but she showed no colors. At 7:50, it being quite dark and the brig out of sight, opened fire on the schooner,

which she returned. Several of her shot passed over us. At 8:10 schooner ceased firing and we lost sight of her for a moment. It proved that she had lowered her sails to show her submission. Wore around and passed near her without firing, asking if she had surrendered. Sent a boat on board of her with Lieutenant J. N. Miller; returned, bringing her captain, several officers, and the captain of the brig *Joseph*, of Rockland, Me., which brig had been captured by the schooner and was the vessel seen near her. At 12 m. she followed us, under the charge of Master's Mate Palmer and 6 men. Found the prize to be the privateer *Savannah*, of Charleston, S. C., Captain T. H. Baker, sailing under a letter of marque, signed by Jefferson Davis. She left Charleston the 2d of June on her first cruise. During the action expended 14 shell and 2 round shot.

Letter from the Secretary of the Navy to Lieutenant Parrott, U. S. Navy commanding U. S. brig Perry, commending the officers and crew of that vessel for the capture of the Confederate privateer Savannah.

NAVY DEPARTMENT, *July 15, 1861.*

SIR: I received through Flag-Officer Stringham a copy of your report of the capture of the privateer *Savannah* by the U. S. brig *Perry* under your command. The ability and energy displayed in overhauling, under adverse circumstances, and capturing the *Savannah*, reflect credit on yourself and the officers and men under your command.

You will make known to the officers and crew of the *Perry* the Department's admiration and appreciation of their services.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Lieutenant E. G. PARROTT,
Commanding U. S. Brig Perry, Atlantic Blockading Squadron.

Report of Flag-Officer Sands, U. S. Navy, commanding United States forces, coast of Brazil, of preparation by U. S. flagship Congress for departure for Boston, Mass.

U. S. FLAGSHIP CONGRESS,
Off Montevideo, June 16, 1861.

SIR: I have the honor to state for the information of the Department that on the 15th of this month (yesterday) I received your order of April 9, ordering this ship home. Your order of the 8th April, received by the previous mail, via France, had been anticipated so far as to induce me to direct Commander Thomson to open any dispatches he might find at Rio de Janeiro and act on them so far as they might relate to the *Seminole*, and forward his communication to me. I am induced to hope that the *Seminole* is now well on her way to Philadelphia, as ordered by the honorable Department.

I am at a loss to account for the nonreceipt of yours of the 9th April, with that of the 8th, which I regret, as it makes a difference of some fifteen days; but the *Congress* having been always kept in immediate readiness for any orders, she will sail for Boston as soon as her bills can be settled and small amount of bread obtained to supply the loss of some unexpectedly condemned. I hope to sail by the 19th, and

nothing shall be wanting to place this ship at the disposal of the honorable Department with as little delay as possible.

I am, sir, most respectfully, your obedient servant,

JOSHUA R. SANDS,
Flag-Officer, Commanding United States Forces, Coast of Brazil.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from committee of New York Board of Underwriters to the Secretary of the Navy, enclosing copy of orders to the captain of their armed schooner.

COMMITTEE FOR MANAGING AFFAIRS OF THE
KEY WEST AND NASSAU AGENCIES,
New York, June 17, 1861.

SIR: We are in receipt of your communication of the 15th instant, granting permission to Acting Master Moses Hoyt to assume command of our schooner *Henry W. Johnson*, under the instructions which were submitted to you for approval by Captain Fraser, and a copy of which we have now the honor to transmit, agreeable to your instructions, to be placed on the files of the Department.

We have the honor to be, very respectfully, sir, your obedient servants,

F. S. LATHROP,
DANIEL DRAKE SMITH,
JOHN D. JONES,
RICHARD LATHERS,
ALFRED EDWARDS,
Committee for Nassau and Key West Agencies,
New York Board of Underwriters.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

Copy of special instructions.

NEW YORK, *June 6, 1861.*

SIR: Hostilities have been commenced by some of the Southern States against the Federal Government of the United States, and confederating together they have authorized the issue of letters of marque and reprisal against the property of the citizens of the United States on the high seas.

As set forth in your general instructions of this date, the schooner *Henry W. Johnson* is employed for the same purposes for which the underwriters have maintained a vessel under your command for several years past, viz, "to cruise among the Bahama Islands for the purpose of preventing shipwrecks as far as possible, and rendering such advice and assistance as may be in your power to masters of vessels stranded or otherwise in distress, with a view to the saving and preservation of the property under their charge;" but, for protection against any attack which may be made upon her, they have deemed it proper to place an armament on board, and to provide her with an additional number of men.

You will therefore take all necessary precautions for the safety of said armament, and establish such regulations, discipline, and practice among the crew as will enable you at all times to make an efficient defense in case of need.

If you are attacked, you will defend your vessel to the last extremity. If you fall in with any merchant vessel attacked or captured by a privateer, you will defend or rescue her if in your power to do so, and if the attacking vessel should become your prize, you will take her into Key West, if that place remains in possession of the authorities of the United States; or, in case of necessity, after delivering up her officers and crew to the nearest United States authorities, you may send the captured vessel to New York, to be disposed of as the law may sanction.

You will at all times, when not inconsistent with other duties, act as convoy to any merchant vessels upon which, or in whose cargoes, you have reason to suppose that your employers are interested as insurers.

In the event of any occurrences of a character contemplated by these instructions you will make a detailed report thereof to the chairman of the committee on the Nassau and Key West agencies, and also inclose under cover to him a copy addressed to the Secretary of the Navy of the United States, which will be forwarded if deemed important.

Very respectfully, yours,

F. S. LATHROP,
DANIEL DRAKE SMITH,
JOHN D. JONES,
RICHARD LATHERS,
ALFRED EDWARDS,
Committee for Nassau and Key West Agencies.

Captain MOSES HOYT.

Instructions from Flag-Officer Sands, U. S. Navy, commanding U. S. Brazil Squadron, to Lieutenant Commanding Macomb, U. S. Navy, commanding U. S. S. Pulaski, to assume the duties of senior officer in command.

U. S. FRIGATE CONGRESS,
Montevideo, June 20, 1861.

SIR: The honorable Navy Department of the United States having ordered this ship home, you will remain on this coast and river, senior naval officer in command. Your attention will be at all times directed to the honor of our flag and the interests of our citizens and their property under all and every circumstance you may be called upon to act.

Under the peculiar state of our public affairs at home it is impossible for me to anticipate all matters you may be called on to give your attention to. As they come up I must leave them to your discretion and good judgment in connection with any of our consuls at hand, and with whom I would recommend you to advise. For the efficiency, discipline, and good order of the steamer *Pulaski*, under your command, the honorable Department, having long since confided her to you, has every reason to believe that you are fully equal to it.

The *Pulaski* as a vessel of war being of not much force or efficiency, your own force of character will have to make up for what may be wanting in her to sustain the honor of the flag of the Union, and it is fully confided to you.

On my arrival in the United States I shall represent the circum-

stances of the case of the *Pulaski*, and have no doubt you will be amply cared for. All dispatches arriving for the flag or senior officer you will open and act in strict compliance with the same, using your best judgment to carry them out strictly and in a way calculated to meet all the views of the Government.

In taking leave of you, sir, I should be wanting in duty to the Government, yourself, and my own feelings were I not to say how much I appreciate your valuable services and the prompt, zealous, and handsome manner in which you have carried out all my orders and sustained your position as an officer of the Navy.

Wishing you every honor and success, I am, sir, very respectfully, your obedient servant,

JOSHUA R. SANDS,
Flag-Officer, Commanding U. S. Brazil Squadron.

Lieutenant Commanding WM. H. MACOMB,
Commanding U. S. Pulaski.

Letter from Daniel Hood, esq., to Hon. William P. Fessenden, regarding capture of ship A. B. Thompson by C. S. privateer Lady Davis.

PORTLAND, *June 22, 1861.*

DEAR SIR: On the 21st ultimo, my ship *A. B. Thompson*, of Brunswick, Me., of 980 tons, was taken, after leaving Savannah on the day previous, off Port Royal Bay [Sound], by steamer *Lady Davis*, Captain Pelot, and taken to Beaufort, S. C., as we learn from our correspondent at Savannah, Ga. I have not received any information from the captain since she left Savannah.

She is rather a fast sailer. She will make to the rebels a good sloop of war. She can be converted into a steamer and would make a formidable privateer. Please to represent this to our Government at Washington. She is worth about $30,000 to me, or us. They will confer a great favor on us if they will send a steamer, take her out, and tow her to sea. We presume her whole crew are on board.

I have the honor, to be, most respectfully, your obedient servant,

DANIEL HOOD.

Hon. WM. P. FESSENDEN.

Letter from Secretary of the Navy to Hon. William P. Fessenden.

NAVY DEPARTMENT, *June 27, 1861.*

I have the honor to inform you that a copy of the letter of Mr. Daniel Hood, of Portland, in relation to the capture of the ship *A. B. Thompson* by the rebel steamer *Lady Davis*, left by you at the Department, has been sent to the flag-officer of the Atlantic Blockading Squadron.

I am, sir, very respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Hon. WM. P. FESSENDEN,
U. S. Senate, Washington.

Report of Commander Poor, U. S. Navy, commanding U. S. S. Brooklyn, relative to escape of C. S. S. Sumter from Mississippi River.

U. S. STEAM SLOOP BROOKLYN,
Off Balize, June 30 [1861].

SIR: I have the honor to report that this (Sunday) morning having made a bark standing towards the South Pass, and considering her movements suspicious, I left Pass à L'Outre and stood for her. As her course was from the land, she led me off some distance from Pass à L'Outre. While boarding her I discovered a war steamer (the *Sumter*) standing down the river. As soon as the boarding boat returned, I stood in to intercept her; but owing to the *Brooklyn's* want of speed was unable to get within gun range of her.

She succeeded in passing out. I chased three and a half hours, but finding I could not overhaul her, and being out of sight of my station and having seen a sail standing in that direction, I deemed it necessary to give up the chase and return. Fearing that this vessel, which is more than a match for our gunboats in armament, might do great mischief and hover about Cuba for the interception of the California mail steamer, I dispatched a boat to the *Massachusetts* at Ship Island to communicate with you with all possible dispatch.

The *Sumter*, formerly the *Habana*, is a propeller, painted black, and bark rigged. Her armament is as follows: One 68-pounder, pivot, four 32-pounders.

Very respectfully, your obedient servant,

[C. H. POOR.]

Flag-Officer WM. MERVINE,
Commanding Gulf Blockading Squadron.

Abstract of log of U. S. S. Brooklyn, Commander C. H. Poor, U. S. Navy.

OFF PASS À L'OUTRE, MISSISSIPPI RIVER,
June 30, 1861.

From 8 to meridian.—Light wind from northward and westward and cloudy. Standing for the strange sail. At 9 took in all square sails. At 9:30 boarded the English bark *Augusta Jessie*, from Villa Rica. Informed her of the blockade and warned her off. At 10:30 made sail to topgallant sails. At 11 called all hands to muster and administered the oath of allegiance to the entire crew. In chase of a propeller bark coming out of Pass à L'Outre. At 11:45 wind hauling ahead. Clewed up and furled all sails.

From meridian to 4.—First part a squall of rain; middle part light wind from southward; latter part moderate breezes from southward. In chase of the strange steamer which showed secession colors. Did not change the distance from her. Made sail to topgallant sails. Crossed royal yards. At 3:25 the engines were slowed in consequence of working water. Abandoned the chase and stood back for the Pass.

Report of Captain Ritchie, U. S. Navy, senior officer, Bay of Panama, relative to protection of La Paz, Lower California.

U. S. S. SARANAC,
Bay of Panama, July 1, 1861.

SIR: I have the honor to acknowledge the receipt of communication from the Department of the 10th ultimo, enclosing an extract of a letter

received by the Department of State relative to certain designs of the insurgents of our country upon the province of La Paz, Lower California. With a special view to any movement of that nature, I will instruct the present commander of the *Wyoming*, now on the eve of sailing from this port, to call at La Paz and ascertain, if possible, the existing cause for apprehension previous to proceeding to his station off San Francisco.

The *St. Mary's*, now undergoing repairs at Mare Island, will be instructed to carry out my former orders in cruising off Cape San Lucas; also to touch frequently at La Paz and exercise constant vigilance in that quarter.

I am, respectfully, your obedient servant,

ROBERT RITCHIE,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Bell, U. S. Navy, late commanding United States forces, Mediterranean Sea, of arrival in New York in obedience to orders from the Department.

U. S. FLAGSHIP RICHMOND,
New York, July 3, 1861.

SIR: I have the honor to report the arrival of this ship to-day at 5 p. m. We left Gibraltar on the 30th of May, stopped at Madeira to replenish our coal, and sailed from the latter place on the 6th of June. Our passage has been much delayed in consequence of being compelled to drag our propeller nearly the whole distance across the Atlantic. We made an attempt to raise it at Gibraltar, then again at Madeira, and another time soon after we entered the region of the trade winds, but without success.

If it were not for the state of the machinery, I could report the ship ready for immediate service. She must, however, go into dock to ascertain and remedy the difficulty in regard to the propeller, which will probably not cause a delay of more than three or four days. In other respects the ship is in fine order, her crew well drilled and in an excellent state of discipline.

I have made a report to the head of the Bureau of Construction and Repair of the condition of the vessel, with suggestions to improve her deficiencies. I consider the *Richmond* in her present state as an unsafe vessel to be employed at sea on our coast; but she can perform good service in the Chesapeake Bay, where in a gale of wind she could generally anchor, or reach a place of safety for that purpose.

I have the honor to be, very respectfully, yours,

CHARLES H. BELL,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Ritchie, U. S. Navy, senior officer, Bay of Panama, of movements of U. S. S. Wyoming in execution of orders to protect California steamers.

U. S. S. SARANAC,
Bay of Panama, July 4, 1861.

SIR: In order to carry out the instructions of the Department and afford protection to the U. S. mail steamers at San Francisco, I

directed Commander Mitchell to remain with the *Wyoming* and cruise off the port; but, contrary to my express order, Commander Mitchell proceeded with the *Wyoming* to this port. On the arrival of that vessel I notified Commander Mitchell of his dismissal from the service, and in the absence of Commander McDougal I have placed the *Wyoming* temporarily in charge of her executive officer, Lieutenant F. K. Murray.

The *Wyoming* will be immediately dispatched to San Francisco, with orders to carry out my original instructions, via La Paz.

I am, respectfully, your obedient servant,

ROBERT RITCHIE,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Elisha D. Smith, esq., to Secretary of the Navy, regarding a remonstrance to the favorable treatment of a Confederate privateer by authorities at St. Thomas, West Indies.

HARTFORD, *July 5, 1861.*

SIR: The captain of the schooner *Virginia Price*, ten days from St. Croix to the Connecticut River, has to-day informed me that when his vessel, about eighteen days since, was in St. Thomas, a privateer came into that port under cover of the United States flag, disguising her real character, and after obtaining, as is supposed, information in relation to American vessels in port, of which there were at the time seventeen in number, cleared and sailed during the night under cover of what is termed a "night pass." She, of course, had no papers but such as the Confederate States could give her. When her character became known to the public, which was not until after she had sailed, there was a general expression of indignation that the authorities should have permitted a vessel without United States papers, or legal papers of any kind, to pass under such circumstances. A remonstrance was made to the governor, but he excused himself by saying that St. Thomas is a free port; that he had no power to prevent the transaction, and referred the parties remonstrating to the U. S. consul, but this official, it seems, is a citizen of North Carolina, and at least open to the suspicion, then, of favoring the pirate rather than otherwise. I presume the substance of the foregoing may have come to your knowledge, but to guard against any contingency which may have prevented it, I have been induced to take the liberty of addressing you.

Very respectfully,

ELISHA D. SMITH.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Endorsement.]

Send copy to Secretary of State. The writer is known to me as a highly respectable West India merchant, and would call particular attention of the honorable Secretary [of] State to that part which refers to the consul.

W[ELLES].

Letter from the president of Board of Underwriters to the Secretary of the Navy, requesting that naval regulations and signals be furnished the underwriters' armed schooner.

COMMITTEE FOR MANAGING AFFAIRS OF THE
KEY WEST AND NASSAU AGENCIES,
New York, July 6, 1861.

SIR: I have the honor to advise you that the underwriters' schooner, under command of Acting Master Moses Hoyt, will sail this day for the Bahamas and Florida Reefs, via St. Thomas.

Captain Hoyt is desirous of being placed in possession of a copy of the Regulations for the Government of the Navy, which, if transmitted to us, will be forwarded to him by the first opportunity.

We would respectfully enquire whether Captain Hoyt might not be put in possession of such naval signals as would enable him to communicate his character and identity to such of our national vessels as he may fall in with.

I am, sir, very respectfully, your obedient servant,

F. S. LATHROP,
Chairman.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Flag-Officer Bell, late commanding U. S. naval forces, Mediterranean Sea, of having struck his flag at New York.

U. S. FLAGSHIP RICHMOND,
New York, July 9, 1861.

SIR: I have the honor to acknowledge the receipt of your order detaching me from the command of the Mediterranean Squadron, and have hauled down my flag this day.

I have the honor to be, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

(Received July 12, 1861, from Newport.)

Arrived. A brig from Bangor with part of crew of brig *John Welsh*, from Trinidad (sugar for Falmouth), was taken by privateer *Jeff. Davis* off Hatteras on Saturday last. Captain Fifield, of brig *John Welsh*, was put on board ship *John Goodwin* [*Mary Goodell*], of and from New York for Montevideo, which vessel had been ransacked and was allowed to proceed on account of her heavy draft of water. Same privateer took the schooner [brig] *J. W. Warner*,* of New York, and a brig. The privateer was 100 miles southeast of Nantucket Shoals.

T. & J. COGGESHALL,
Agents, Board Underwriters.

Hon. G. WELLES.

* [Schooner *S. J. Waring?*]

[Telegram.]

NAVY DEPARTMENT, *July 12, 1861.*

If you can reach the *Cambridge*, let her cruise three or four days.

GIDEON WELLES,
Secretary of Navy.

J. M. FORBES, *Boston.*

[Telegram.]

(Received July 12, 1861, from Boston.)

There is no doubt that privateer was plundering vessels last Monday about 100 miles south Nantucket. The *Vincennes* (due) and *Dale* at Portsmouth could be dispatched at short notice if ordered. Perhaps Secretary Chase will also order revenue cutter to sea.

J. M. FORBES.

GIDEON WELLES,
Secretary Navy.

[Telegram.]

NEW YORK, *July 12, 1861.*

Have just received telegram from collector of Newport that the *Mary E. Thompson*, from Searsport, Me., for Antigua, was boarded by a Southern privateer brig in latitude 39° 16′, longitude 67° 40′, a day or two ago.

HIRAM BARNEY,
Collector.

Hon. S. P. CHASE.

[Telegram.]

(Received July 12, 1861, from Boston.)

Privateer *Jeff. Davis*, Captain Postell, formerly in Navy, seen 100 miles southeast of Nantucket. Collector probably sends two sailing revenue cutters to cruise. I have ordered gunboat *Cambridge* stopped if possible at Wood's Holl, where she is available to cruise if you direct it.

J. M. FORBES.

GIDEON WELLES,
Secretary Navy.

Order from commandant navy yard, Boston, to Commander Handy, U. S. Navy, commanding U. S. S. Vincennes, to cruise in search of privateer Jeff. Davis.

NAVY YARD, BOSTON, *July 12, 1861.*

SIR: You will proceed to sea without delay with the U. S. S. *Vincennes* under your command, and cruise for eight days in pursuit of the rebel privateer *Jeff. Davis*, reported to have captured the brig *John Welsh* off Cape Hatteras, and schooner [brig] *J. W. Warner*,* of New York, about 100 miles southeast of Nantucket South Shoal; was seen in that vicinity on Monday last, and is no doubt cruising over the track

[* Schooner *S. J. Waring?*]

of vessels from the eastward bound to New York, where you may find or hear from her from the vessels you fall in with.

You will examine suspicious vessels and capture those bearing the secession or rebel flag. If you should be fortunate enough to fall in with the *Jeff. Davis* you will capture and bring her to this port. After diligently cruising over the track indicated for one week, you will return to Boston and report the result of your cruise. The two revenue cutters from this port will accompany you. I have not ascertained if the *Jeff. Davis* is brig or schooner rig.

I am, respectfully, your obedient servant,

WM. L. HUDSON,
Commandant.

Commander ROBERT HANDY,
Commanding U. S. S. Vincennes, off Navy Yard, Boston.

Letter from J. M Forbes, esq., to Secretary of the Navy, relative to C. S. privateer Jeff. Davis.

BOSTON, *July 12, 1861.*

SIR: After investigating the reports as to the privateer *Jeff. Davis* and finding that the vessels reported taken are on the lists and were in places where they might have been taken, I am satisfied that the report is authentic, and accordingly telegraphed you this morning. The captain of the *Jeff. Davis* is said to be a Lieutenant Postell, formerly of U. S. Navy, but I can find no such man on the register.

Commodore Hudson telegraphed to Cape Cod, and it is supposed gave the information to the *Preble*, which sailed this morning. I have telegraphed to stop the *Cambridge* at Wood's Holl and hope to succeed, as she would be at a good point there to commence a cruise if you should order it.

The *Pembroke* is the only armed steamer here. She is refitting her machinery, but could sail on Sunday with two 24-pound rifles added to her present armament, and two 32's. No other armed steamer on these waters.

It seems quite important to improve all the chances, however slight, of catching this impudent sea robber who ventures so near our port. Even if we do not succeed, any activity shown now will be known to the rebels and prevent their experimenting in the neighborhood.

Your obedient servant,

J. M. FORBES.

Hon. GIDEON WELLES,
Secretary of Navy.

[Telegram.]

JULY 12, 1861.

Send any vessel you can find or hire after the privateer reported southeast of Nantucket.

GIDEON WELLES,
Secretary of Navy.

Captain BREESE,
New York Navy Yard.

[Telegram.]

(Received July 13, 1861, from New York.)

Although unprepared for a long cruise, *Iroquois* can go to-day for fortnight. Shall I send her this afternoon?

SAML. L. BREESE,
Commandant.

Hon. GIDEON WELLES.

[Endorsement.]

Need not send the *Iroquois* until ready, but hurry the vessel.
[G. V. F.]

[Telegram.]

(Received July 13, 1861, from Brooklyn, N. Y.)

Iroquois is ready and steam up; am I to send her after privateer or not? None other can be sent for some days.

Department telegram not understood; must now detain *Iroquois* until Department is heard from.

SAML. L. BREESE,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

(Received July 13, 1861, from Boston, Mass.)

Vincennes and two revenue cutters went to sea last night in pursuit of rebel privateer *Jeff. Davis.*

W. L. HUDSON,
[*Commandant.*]

Hon. G. WELLES.

Report of commandant navy yard, New York, relative to sending U. S. S. Iroquois in search of privateer.

NAVY YARD, NEW YORK, *July 13, 1861.*

SIR: I have the honor to acknowlege the receipt of Department's two several telegrams of the 12th instant, the first inquiring how soon the *Iroquois* would be ready and the second directing me to hire a vessel and send her in pursuit of a privateer. To the first I replied, in view of her going on a regular and appointed cruise, that she would leave for sea on Wednesday next. On the arrival of the second dispatch, informing me of your desire to have a vessel dispatched at once in pursuit of the privateer, assured that I could not find a proper one to hire and then prepare a battery and place it properly on board, man and provision her, etc., in less time than three days, I conceived, in the absence of more specific instructions from you, that the object of the Department would be obtained more to its satisfaction if I dispatched the *Iroquois*, whose few deficits in outfit might well be dispensed with for a fortnight, or until her coal was consumed, on this service. I have therefore directed Commander Palmer to proceed this afternoon in the

direction and for the purpose indicated in your last telegram. I enclose copy of my instructions to him. Trusting that my action in this will be consonant with the Department's views,

I am, sir, very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

NAVY YARD, NEW YORK, *July 13, 1861.*

SIR: I am directed by the honorable Secretary of the Navy to dispatch a vessel in pursuit of a privateer brig reported to be cruising to the southward and eastward of Nantucket Shoals. You will therefore proceed with the *Iroquois* to that point, keeping a lookout for and examining all suspicious vessels, and in the event of your falling in with this or any other privateer take possession of her and send or bring her into port. The only information with respect to her that I can give you for your guidance will be found in the papers of the day with which you are provided. You are aware that a steamer privateer *Sumter* is reported to have eluded the Blockading Squadron off the Mississippi, and may also be in the same direction. When your coal is about being exhausted you will return to this port to replenish and obtain the few articles of outfit not now quite prepared.

I am sure I need not inculcate the keeping a strict lookout and incessant vigilance.

Wishing you a fortunate result to your cruise, I am, very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

Commander JAS. S. PALMER,
Commanding U. S. S. Iroquois, New York.

Order of Secretary of the Navy to commandant navy yard, New York, to send U. S. S. Iroquois in search of privateers.

[Telegram.]

NAVY DEPARTMENT, *July 13, 1861.*

The following telegraphic dispatch has been received from J. M. Forbes, Boston:

Captain Fifield, now here, was three days on board privateer, cruising along inner edge of Gulf Stream. Tuesday night was in latitude 39°, longitude 67° 30′. She is full-rigged brig, formerly *Echo*, slaver; has four 32's or 24's, one long 18 pivot gun, all old, now rifled; crew, about 70. Is receiving men from prizes; has had light southerly winds; vessels from Portsmouth, Boston, Wood's Holl, New York, Chesapeake, each running east, would have good chance of cutting her off. No news from Cambridge; *Preble* was notified yesterday. *Pembroke*, the only armed steamer here, could start Sunday morning. Ought to have a naval officer on board.

Send the *Iroquois* out immediately for a ten days' cruise.

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore BREESE,
Commandant Navy Yard, New York.

Report of commandant navy yard, Boston, of sailing of U. S. S. Vincennes in search of privateer.

U. S. NAVY YARD, BOSTON,
Commandant's Office, July 13, 1861.

SIR: I have the honor to inform the Department that in consequence of the information received here of the capture of several vessels by the rebel privateer *Jeff. Davis*, off Nantucket Shoals, I ordered the U. S. S. *Vincennes* to sea last night in pursuit of her. I hope my action in this case will meet the views of the honorable Secretary of the Navy.

I enclose herewith a copy of the order * given to Commander Handy, commanding the *Vincennes;* also copy of the statement of Captain Fifield of brig *John Welsh*, captured by the rebel privateer *Jeff. Davis.*

I am, respectfully, your obedient servant,

W. L. HUDSON,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

Memorandum from Captain Fifield, of the brig John Welsh.

Left Trinidad, Cuba, June 23, [1861.]

On the 6th July, latitude 38° 45′, longitude 65° 23′, was captured by full-rigged brig *Jeff. Davis* (formerly the slaver *Echo*), Captain Coxetter; First Lieutenant Postell, formerly of the Navy; Second Lieutenant Stuart.

The *J. D.* mounts two 32 and two 24 pounder smooth-bore guns and one long 18, all of iron; old English guns and without shell. She had plenty of double-barrel guns, muskets, cutlasses, and revolvers. The brig's masts do not rake much; she has staysails between the masts, and three jibs, besides a fore-topmast staysail.

The foresail and the topgallant sails are cotton duck, the rest are of dark canvas. She has about 70 men; not many sailors among them. She has 10 or 12 marine guard among the 70; draws 10½ feet water; is all black, rusty, and old.

Captain Fifield and 3 men, including mate, were put on board the *Mary Goodell*, Captain McGilvery, of New York, on the 9th July, in the evening (5 p. m.), then in latitude 39° 10′, longitude 67° 30′. Also Captain Smith and 3 men of the brig *J. W. Warner* [*S. J. Waring*?], of Brookhaven, from New York for Montevideo, taken on the 7th July. One of her men enlisted in the *Jeff. Davis.* Also Captain Devereaux and 3 of his crew of the schooner *Enchantress*, of Newburyport, bound from Boston to St. Jago [Santiago] de Cuba, taken on the 6th. The cook, a colored man, was left on board the *Enchantress*, and on board the *J. W. Warner* [?] the cook, colored man, 2 seamen, and 1 passenger were left. Five of the crew of the *Mary Goodell* joined the pirates, and when they left New York were well armed, and, as was said by one of her crew, intended to take her the night of her capture had not the *Jeff. Davis* done so.

The foregoing is the verbatim statement of Captain Fifield of the brig *John Welsh.*

Respectfully, your obedient servant,

W. L. HUDSON,
Commandant.

* See p. 38.

WASHINGTON, *July 14, 1861.*

Captain Fifield, who was on board the privateer, is at the Astor House. Let Captain Palmer see him, and then proceed to sea in the *Iroquois* for a ten days' cruise.

G. V. FOX,
For the Secretary of Navy.

Captain BREESE,
Navy Yard, New York.

[Telegram.]

(Received July 14, 1861, from New York.)

Telegrams received. *Iroquois* left at 8 this morning.

SAML. L. BREESE,
[*Commandant.*]

SECRETARY OF THE NAVY.

Report of commandant, navy yard, Portsmouth, N. H., of sailing of U. S. S. Marion in search of privateer.

COMMANDANT'S OFFICE, NAVY YARD,
Portsmouth, N. H., July 14, 1861.

SIR: I have the honor to report that the *Marion* sailed from the lower harbor early this morning. I received a telegram and a letter from Mr. Forbes, of Boston, relative to the privateer to the south of Nantucket, both of which were placed in the hands of Lieutenant [Wm. H.] Ball, commanding, and I hope that he may be able to fall in with her.

I am, most respectfully, your obedient servant,

G. F. PEARSON,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

WASHINGTON, *July 14, 1861.*

Send the *Pembroke* out on one week's cruise for the privateer.

GIDEON WELLES,
Secretary of the Navy.

J. M. FORBES, *Boston.*

Communication from commandant, navy yard, Washington, to Secretary of the Navy, transmitting information of privateers.

COMMANDANT'S OFFICE, NAVY YARD,
Washington, July 15, 1861.

SIR: The enclosed has been handed to me for transmission to the Department.

I have the honor to be, very respectfully, your obedient servant,

JNO. A. DAHLGREN,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

JULY 13, 1861.

The *Jeff. Davis,* privateer, was formerly the slaver *Echo.* She left Charleston about fifteen days since and passed out in the night. Besides which, there are now three privateers, schooner rigged, fitting out at Charleston; also the steamer *Gordon,* and they were all ready or nearly ready for sea. We further learn that within a few days a schooner, laden with rice, has passed the bar bound to New Orleans; another schooner was loading for Havana with a cargo of rice. This business should be stopped, and we would suggest that a fast steamer, under the direction of an experienced captain, one well acquainted with the channels, should be dispatched at once and lie as near the bar as possible every night, by which means these privateers and schooners can all be captured on their return.

This information is direct from a person who was in Charleston Tuesday, the 9th instant.

[Telegram.]

(Received July 15, 1861, from Portsmouth.)

The *Marion* sailed yesterday morning. Her commander acquainted with particulars relative to privateer. The *Dale* will follow in her track to-morrow or next day.

G. F. PEARSON,
[Commandant.]

Hon. GIDEON WELLES.

Letter from Hon. Milton S. Latham to Secretary of the Navy asking convoy for California steamer Northern Light.

SENATE CHAMBER, *Washington, July 16, 1861.*

SIR: In the name of the bankers of the city of New York and the State of California, I have to ask you to send a war steamer to convoy the California steamer leaving Aspinwall about 24th instant through the West India Islands. The steamer *Northern Light,* leaving Aspinwall as above stated, will have on board over $2,000,000 and near 1,000 passengers, holding from $100,000 to $200,000 more. The pirate *Sumter* is cruising south of Cuba and will no doubt be on the alert to seize this valuable cargo.

I do hope, sir, you will order a steamer at once to act as an escort.

With great respect, your obedient servant,

MILTON S. LATHAM.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the governor of Massachusetts to Secretary of the Navy urging measures for protection of commerce.

COMMONWEALTH OF MASSACHUSETTS,
Executive Department, Boston, July 16, 1861.

DEAR SIR: In view of the exploits of Southern privateers within the last few days off our coast, a feeling of apprehension has come to pervade our mercantile community, surpassing anything which it has experienced during the progress of hostilities thus far. There is serious trouble among all our insurance companies, caused by the actual presence of a danger which they had confided in our naval efficiency to avert, and there exists throughout every branch of trade which is connected with our shipping an uneasiness which finds vent in anxious

looks and words and expressions of indignation that the most stringent measures are not adopted to strengthen the blockade and to scour every privateer from our seas.

I act no less as an exponent of public sentiment than of my own feelings when I say to you that this community to the last man is prepared to sustain the administration, in its utmost endeavors, no matter what the sacrifice, no matter what the cost, to hermetically seal the Southern ports; and that it is a universal belief in this community that more extensive means of naval force are needed than are afforded by our ships of war now in commission.

In this connection I beg leave to again invite your attention to the steamers *Cambridge* and *Pembroke*, which this Commonwealth offers to sell to the United States, and also to recall to mind the propositions for arming, equiping, and maintaining a fleet of small, light, swift-sailing vessels, to cooperate in the blockade, which have been made to the Navy Department under the direction of a committee of the Board of Trade of Boston.

If you will pardon me for addressing to you familiarly my opinions on this subject (and I believe that they are coincident with those of most of our merchants), I think that while it is eminently desirable to increase our national steam marine, nevertheless if there are not now on hand steam vessels to do a work which sailing vessels can do—i. e., to complete the blockade—it is a matter of more importance to use the sailing vessels for that purpose immediately than to wait for steam gunboats to be completed for it.

Very truly and respectfully, yours,

JOHN A. ANDREW.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—The whole blockade could be maintained by our New England coasters acting as a naval corps of volunteers, if only authorized and empowered by papers from the Government. The skippers and men are keen and brave, the vessels strong and of light draft.

J. A. A.

Letter from the collector of customs at Philadelphia to the Secretary of the Treasury requesting that guns be furnished to coal vessels.

CUSTOM-HOUSE, PHILADELPHIA,
Collector's Office, July 16, 1861.

SIR: Captain George W. Edge and the owners of the ship *John Carver*, now loading with coal for the gulf fleet, desire to be furnished with 2 guns suitable for the protection of their vessel during the voyage. They will give ample security for the safe return of the guns.

Captain James O'Neil and the owners of the schooner *Jamestown* for Key West, also loading with coal for the Government, decline proceeding on the voyage unless they are in some way secured from loss from capture by the pirates now infesting that region. I fear unless something is done to secure the owners of vessels with supplies for our fleet against loss, supplies will be cut off.

Very respectfully, your obedient servant,

WM. B. THOMAS,
Collector.

Hon. S. P. CHASE,
Secretary Treasury.

[First endorsement.]

The owners of the coal transports can be supplied with the small guns not required for the naval service; but where the carriages and equipments are not on hand it will be absolutely necessary to go outside of the navy yards to have the work performed.

Should this course be determined upon by the Department, its special authority will be necessary in case the expense is to be defrayed by the Government. The precedent involves an unknown but probably large expense, which deserves consideration.

Very respectfully submitted.

ANDW. A. HARWOOD,
Chief of Bureau.

[Second endorsement.]

The *John Carver* is the ship that has chartered to go to the mouth of the Mississippi. If they are not willing to take the coal let them put it out.

J. L.

Report of commandant of navy yard, Portsmouth, of sailing of the U. S. S. Dale in search of privateer Jeff. Davis.

COMMANDANT'S OFFICE, NAVY YARD,
Portsmouth, N. H., July 17, 1861.

SIR: The U. S. S. *Dale* sailed from this yard this morning.

I have the honor to be, your obedient servant,

G. F. PEARSON,
Commandant.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, of arrival in Mexico from Honolulu, Hawaiian Islands, and the absence of privateers in the Pacific.

U. S. FLAGSHIP LANCASTER,
Harbor of Acapulco, July 18, 1861.

SIR: I have the honor to inform the Department of my arrival here on the 15th instant with the *Lancaster*, in twenty-eight days from Honolulu, en route for Panama. I have found the *Cyane* and *Narragansett* at anchor in this port, the latter having recently arrived from Panama, for the relief of the *Cyane*. The steamer *Wyoming* also reached here on the 16th instant from Panama en route to San Francisco, for the protection of mail steamers and our commercial interests on that coast, and will proceed to her destination immediately after replenishing her supply of coal.

Deeming it important to provide for the security of our commerce in the Gulf of California and to guard against piratical intrusions in the vicinity of Cape San Lucas, near to which our mail steamers necessarily pass in their transit to and from San Francisco, I have ordered Commander Bissell (previously under orders to return to Panama) to proceed with the *Cyane* on that service.

During my late cruise to the islands and from thence to this port I have neither seen nor heard of any privateer in the Pacific. The prevalence of calms and very light winds along this coast would render all attempts by sailing vessels to interfere with the transit of mail steamers between Acapulco and Panama perfectly useless; and the utter impracticability of obtaining coal, except from Government or steamship company's depots, renders it quite certain that steamers will not be used for privateering in the Pacific.

I am informed, sir, of the existence of an order issued by the Department to administer the oath of allegiance to the officers and crews of the squadron under my command. I am truly happy to hear it. I have not yet received the order or any official notice of its existence. I hope to reach Panama in ten or twelve days and will then carefully attend to that and all other instructions awating me at that place, and have no doubt of then having the satisfaction to report the enthusiastic loyalty and patriotism of all on board of the *Lancaster*. I have no reason to believe, sir, that the honor of my flagship will be impaired by a single exception.

* * * * * * *

I have the honor to be, sir, very respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. consul at Curaçao to the U. S. consul at St. Thomas, containing information regarding C. S. S. Sumter.

U. S. CONSULATE, *Curaçao, July 18, 1861.*

SIR: I have to acquaint you of the arrival at this port of the steamer *Sumter*, Commander R. Semmes, bearing the flag of the Confederate States, on the 17th instant, from New Orleans, last from Cienfuegos de Cuba.

At first an entry was refused, as she hove in sight about 7 p.m., and the governor did not think fit to admit her without consulting the colonial court, but she waited outside until morning and sent a dispatch with an officer on shore to the governor, when the court met, and it was decided that she should enter the port, being a man-of-war vessel.

The said steamer is now lying in this harbor. She will take on board 115 tons of coal and then proceed again to sea, and it is reported that she intends to cruise in the Mona Passage so as to capture American vessels. According to the report of her own officers to parties here, they have already taken seven American vessels and sold them with their cargoes at Cienfuegos de Cuba, and delivered to the consul at said port the masters and crews to be sent home.

It is believed here that this steamer will again visit this port when she requires a new supply of coal, being already aware of her free entry, consequently you will please inform this to any commander of our war vessels, should there be one or more with you, so that they may do the needful in behalf of our Government. You will also

request him to come this way, as his presence here will interfere considerably in the return of the steamer, and if she returns the needful may be done to capture her.

I have this day written to the Department of State, and also to the consul-general at Havana, communicating these facts, and as these dispatches are of importance I beg to enclose them to you, requesting you to forward them as soon as possible and advise me the amount of postage to be remitted.

I shall keep you posted up by every mail and request you to do the same with me.

I have the honor to be, sir, yours, very truly,

MOSES JESURUN,
U. S. Consul.

J. T. EDGAR, ESQ.,
U. S. Consul, St. Thomas.

Order of the Secretary of the Navy to Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, to search for C. S. S. Sumter, etc.

NAVY DEPARTMENT, *July 19, 1861.*

SIR: You will proceed to sea at the earliest possible moment after your vessel is ready, for the purpose of searching for the pirate *Sumter* and giving protection to the next treasure ship from Aspinwall.

Mr. McLane, the president of the Pacific Mail Steamship Company, informs the Department that the *Northern Light* leaves Aspinwall about the 25th instant and comes up through the Mayaguana [Mariguana] passage for New York. If the *Keystone State* had been ready in time, you would have been ordered to Aspinwall to convoy the treasure steamer to New York. Now, however, you will proceed through the Mayaguana [Mariguana] passage to the east end of Cuba and Haiti, searching carefully for the *Sumter*, which is a black propeller, bark or brig rigged, and carrying one 68-pounder and four 32's.

In the neighborhood of this island the Department wishes you to meet the *Northern Light* and convoy her through all the islands, when, if no information is obtained of the *Sumter*, you will proceed to Jamaica to coal, thence to St. Thomas, and return through the islands to Havana and Key West, where you will report for the Gulf Squadron. It is, however, the direction of the Department after you have protected the treasure steamer, that you should continue the search for the pirate *Sumter* until something definite is obtained of her end, and the exact route you will pursue is left to your judgment, after obtaining all the information you can in the West Indies. If you have time to reach Kingston and coal and return to the neighborhood of Navassa by the morning of the 28th instant, you may do so.

As the treasure ships have orders to avoid all vessels, you may have some difficulty in communicating with her.

I remain, very respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander G. H. SCOTT,
Commanding Keystone State, Philadelphia.

Report of commandant of navy yard, Boston, of return of U. S. S. Vincennes from search for privateer Jeff. Davis.

U. S. NAVY YARD, BOSTON,
Commandant's Office, July 20, 1861.

SIR: I have the honor to report that the U. S. S. *Vincennes* arrived here this morning at 10 o'clock after an unsuccessful cruise in search of the privateer *Jeff. Davis*. She will be dispatched to sea as soon as practicable, unless otherwise directed by you.

Inclosed please find Commander Handy's report of the cruise.

I am, respectfully, your obedient servant,

W. L. HUDSON,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SLOOP OF WAR VINCENNES,
Off Navy Yard, Boston, July 20, 1861.

SIR: I have the honor to report to you the arrival of this ship after an eight days' cruise. Agreeably to your order of the 12th instant, I proceeded to sea and cruised 125 miles southeast of Nantucket South Shoal for the purpose of capturing the privateer *Jeff. Davis*, reported to have been in that vicinity, but I regret to say that I could not ascertain anything in relation to her from the vessels that were fell in with by us. During the cruise we spoke the following vessels: On the 16th instant, the bark *Benjamin Burgess*, of and from Boston, bound to Cienfuegos; the English brig *Edith Ann*, from the Virgin Isles, bound to Westport, Nova Scotia. On 17th instant spoke pilot boat *No. 5* and passed through a large fleet of fishing vessels. On the 18th spoke the schooner *E. Cline*, of Bangor, from Elizabethport, bound to Salem, and a schooner, whose name was not understood, that was bound to Philadelphia.

I am, sir, respectfully, your obedient servant,

ROBT. HANDY,
Commander.

Captain WM. L. HUDSON,
Commanding Navy Yard and Station, Boston, Mass.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, of return from cruise in search of privateer Jeff. Davis.

U. S. S. IROQUOIS,
New York, July 24, 1861.

SIR: I have the honor to report my return from a cruise of ten days, which I have made agreeably to your directions, and regret to state that, after overhauling and examining every vessel that at all answered the description of the privateer, I could learn nothing of her.

I enclose a letter addressed to me from the chief engineer, showing

the repairs that are still necessary for our engine and boilers, and which he tells me will occupy at least a week's time.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Flag-Officer S. L. BREESE,
Commanding Naval Station, New York.

Statement of circumstances attending capture of brig Wm. McGilvery by the C. S. privateer Gordon, July 25, 1861.

Brig *Wm. McGilvery*, Hiram Carlisle, master, sailed from Cardenas July 19 with a cargo of 315 hogsheads and 23 tierces of molasses, bound for Boston.

On the 25th July, about 40 miles E. by S. from Hatteras, was fired at by the privateer steamer *Gordon*, of Charleston, S. C. The first shot fell short, the second went between the head stays and foresail. We then hove to, when the steamer came up alongside and ordered us to launch our boat and the captain and 4 men to go on board the steamer. This I refused to do, when he threatened to sink us. After being so threatened, ordered out the boat and took four men and went on board. At the same time they sent a boat with six men on board the brig, armed with cutlasses, pistols, and bowie knives, wore the brig round with her head to the westward, took her in tow, and towed her into Hatteras Inlet. Upon anchoring they sent us ashore to the fort, and after about three hours they sent us off to the steamer, where we were put in irons for the night. Next morning the irons were removed and we were sent out to the brig under a guard of four armed men, where we remained four days, when they gave us a pass by steamer *Albemarle* to New Berne, N. C. Remained there eight days; was at liberty all the time; was provided there by the quartermaster. Left there August 10 on schooner *Priscilla*, of Baltimore, which vessel had been seized as a prize, but afterwards released. The C. S. Government paid our passage to Baltimore.

They kept the captain's firearms, consisting of single-barrel gun and 5-barrel Colt's revolver; also his nautical instruments, consisting [of] chronometer and spyglass; also a box of sugar belonging to captain. Gave up charts, quadrants, and books.

At Hatteras Inlet there are 14 feet [of] water. The privateer force consists of four steamers, sometimes as many as 6, besides several small sailing vessels, sent as pilot boats, etc. When leaving there they had sixteen prizes in all.

If this place had been properly blockaded, none of these prizes could have been taken in there.

HIRAM CARLISLE,
Master Brig Wm. McGilvery.

[Endorsement.]

Captain Carlisle made the above statement to me in New York Friday. I have known him several years. He is a very reliable man and his statement can be relied upon.

S. P. BROWN,
Navy Agent.

Letter from C. H. Smith to the commandant navy yard, New York, regarding capture of schooner Nathaniel Chase by the C. S. privateer Mariner, July 25, 1861.

BROOKLYN, *August 19, 1861.*

SIR: I respectfully report to the Government, through you, that I was captured on the 25th of July last, in the schooner *Nathaniel Chase*, commanded by Captain Daniel Doane, off Ocracoke Inlet, by the Confederate privateer *Mariner*, Captain Berry, mounting two 12-pounders and one rifle gun, with a crew of about eighteen men, from Ocracoke. I was taken to Hatteras New Inlet, where, with the exception of from five to six days in going to and returning from Raleigh, where I had to go under guard to get my passport, I was detained until the 12th of this month. I left Hatteras on the 12th on a Baltimore schooner, and landed at that place on the 16th. The Confederates at Hatteras New Inlet have one fort of 10 guns and one of 6, and a garrison of 250 men, in charge of a Major Andrews.

The inlet permits vessels of 13 feet to enter over the bar. Inside I left three privateers, consisting of the steamers *Gordon*, *Wilson* [*Winslow*], and *Mariner*. The *Gordon* has a crew of 50 men. There were two brigs and two schooners, prizes, lying there. The shell from the frigate that fired on the port about the 28th of July, with one exception, took effect on the fort. The garrison was in daily expectation of another attack. A ship could lie with safety about 2 miles from the fort. These privateers, except the *Gordon*, go in and out of Ocracoke Inlet, as they draw but 9 to 10 feet water. It was represented to me by some of the crews of these vessels that they would make an attempt to unitedly make an attack on the *Daylight* when she should appear off. It was also told me that a number of small steamers were constructing to be sent down the sound, for the purpose of lying in wait and running out from Hatteras daily, for the purpose of making prizes.

At Ocracoke there is no battery, but a force of 600 men as a guard under a Captain [Thomas?] Sparrow. From Hatteras Inlet a picket guard is placed 9 miles north toward the cape. A lookout is kept at the light-house on the cape and signals made from them to the inlet.

Very respectfully, your obedient servant,

CHARLES H. SMITH.

Commodore S. L. BREESE,
Commandant Navy Yard, New York.

Capture of C. S. privateer Petrel, William Perry commanding, by the U. S. S. St. Lawrence, Captain Purviance, U. S. Navy, commanding, July 28, 1861.

(No report.)

Abstract of log of U. S. S. St. Lawrence, Captain H. Y. Purviance commanding.

July 28, 1861.—Off Charleston. At 6 a. m. commenced chasing sail off lee bow. At 10 came up with her, when she hoisted the Confederate flag and fired a gun. Beat to quarters and commenced firing. The schooner fired three shots, one of which passed through the mainsail and took a splinter out of the main yard. The schooner hauled down her flag after receiving two shots, one of which struck her bows, and she sunk from the effects of it at 10:30. Got out the boats and picked up the crew. She proved to be the *Petrel*, of Charleston.

Letter from Captain Hull, U. S. Navy, commanding U. S. S. Savannah, to Flag-Officer Stringham, U. S. Navy, commanding Atlantic Blockading Squadron, on the capture of the American schooner Protector by the C. S. privateer Gordon, July 28, 1861.

U. S. S. SAVANNAH, *At Sea, August 4, 1861.*

SIR: I deem it proper to inform you that on the 1st instant, while I was near Oregon Inlet, north of Cape Hatteras, a small boat bearing a white flag came alongside of the *Savannah*. Captain T. J. Linnekin, who was in the boat with three men, late of the American schooner *Protector*, of Philadelphia, from Matanzas, with a cargo of fruit, and bound to Philadelphia, informed me that his vessel had been captured on the 28th ultimo, a short distance from Cape Hatteras, by the privateer *Gordon*, of three guns and about 500 tons, and taken into Hatteras Inlet. After being detained a few days he was released with his men and given some of his effects and furnished with a pass or release from the marshal of the district of New Berne. He had passed up Pamlico Sound to Oregon Inlet, where his pass was endorsed by the commanding officer, and he permitted to pass on. He came alongside to notify me of the circumstances, and was on his way to the Chesapeake Bay. He informed me that there were a large number of small vessels fitted as privateers and running out from the inlets south of Cape Hatteras in the morning and returning at night with their prizes, and that a good many American vessels had been captured in this way.

The inlets were Hatteras and Ocracoke, where there were strong batteries erected. I have seen no vessels of suspicious appearance except one brig, which ran aground on the Wimble Shoals while I was in chase of her, and Captain Goldsborough, of the *Union*, afterwards set fire to her, and she was burned to the water's edge.

I am glad to say we are all well.

I am, very respectfully,

J. B. HULL,
Captain.

Flag-Officer S. H. STRINGHAM,
Commanding Atlantic Blockading Squadron, Hampton Roads.

[Enclosure.]

CONFEDERATE STATES OF AMERICA,
DISTRICT OF NORTH CAROLINA,
Newbern, July 29, 1861.

Whereas schooner *Protector* was captured by privateer steamer *Gordon* on the 28th July, the following crew on board, that is, T. J. Linnekin, master, Thos. Ross, mate, David S. Hart, cook, Eugene Unenca, seaman, the said crew being on board a private unarmed vessel not in the employment of the United States, the vessel being a vessel trading between Philadelphia and the West Indies:

Now, therefore, I, Wesley Jones, marshal of the district of North Carolina for the said Confederate States, do, in the name of said States, discharge the said prisoners from arrest in this case.

Given under my hand at New Berne this day and date above written.

WESLEY JONES,
C. S. Marshal.

Report of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, of arrival at Panama, transmitting copies of additional instructions to commanders of United States vessels on the coast of Mexico and California.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, July 29, 1861.

SIR: I have the honor to report the arrival this day of the flagship *Lancaster* at this anchorage in nine days from Acapulco.

My dispatch No. 92, forwarded per last mail from Acapulco, notified the Department of my meeting in that port with the sloop *Cyane* and steamers *Wyoming* and *Narragansett*, en route to different points for the protection of our Pacific mail steamers, etc.; and subsequently I received a letter from Brigadier-General Sumner, dated July 10, enclosing copy of an order from the War Department, instructing him to act in concert with the naval commander on this station in preventing any plans the secessionists of our country may attempt to execute for subjugating or annexing Lower California to the so-called Southern Confederacy, and also a copy of your letter, dated June 10, and enclosure, relative to supposed designs of the secessionists upon that Mexican province, and directing my "special attention" toward any such movements in that quarter.

Deeming it important, sir, to prosecute my original design of proceeding to this port, in order at the earliest moment to obtain dispatches awaiting me in the hands of Capt. Ritchie, I issued additional instructions in reference to supposed hostile designs upon Lower California to the commanders of the vessels now cruising on the coasts of Mexico and California (copies of which are herewith transmitted), and sailed on the 20th instant from Acapulco in company with the *Wyoming*, bound to her assigned cruising ground off the port of San Francisco.

In pursuance of instructions contained in your letter of the 10th instant, it was my purpose only to await here the arrival of the return mail from the United States, and then, if not otherwise directed by the Department, to proceed to the coast of Lower California and give my personal attention to the security of all our interests in that quarter, but a casualty of a very serious nature to the steamer *Saranac*, causing a leak which may require her to proceed to San Francisco for repairs, will impose upon me the necessity of remaining in charge of our interests at this port and on the isthmus until the *St. Mary's* (now at Mare Island) shall have relieved the *Cyane*, off Cape San Lucas, when the latter will proceed to Panama.

Of the injuries sustained by the *Saranac* from striking the bottom in a heavy swell at her anchorage, a special report will be made so soon as the nature of them can be ascertained, for which immediate measures will be taken, in time, I hope, by the ensuing mail.

For the information of the Department I enclose herewith copy of a letter received at Honolulu from Thomas Miller, esq., U. S. consul at Hilo, reporting the recent discovery of a large lower mast drifted upon the southern shore of the island of Hawaii, said by the natives to have been thrown up in February or March last, the description of which is believed to correspond with that of the lost sloop *Levant*. As I could not, without a sacrifice of time incompatible with my duty and earnest desire to hasten my return to the coast, proceed to Hilo, I wrote to Consul Miller requesting him to communicate to me additional information in regard to the mast, and to apprise me of all intelligence he may hereafter receive in reference to the lost ship *Levant*.

The Fourth of July was duly observed on board the *Lancaster*, at sea, by the display of our national flag at the masthead, reading of the Declaration of Independence, and a salute at meridian.

I have respectfully to inform the Department of the transfer of the following officers of this squadron, rendered necessary by the return of Lieutenants Meade and Van Zandt to the United States under medical condemnation, and the resignation of Surgeon Green, late of the *Saranac*, viz, Lieutenant Fitzhugh and Passed Assistant Surgeon Hord from the *Lancaster* to the *Cyane;* Surgeon Harlan from the *Cyane* to the steamer *Saranac;* orders dated at Acapulco, respectively, July 19 and 16.

I have the honor to be, sir, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. FLAGSHIP LANCASTER,
Harbor of Acapulco, July 20, 1861.

SIR: Officially apprised of the probability that privateers under the secession flag have been fitted out for the purpose of intercepting the United States mail steamers, in their transit with treasure from San Francisco, you will proceed with the U. S. sloop *Cyane*, under your command, to Cape San Lucas, and, cruising in that vicinity, afford every protection in your power to said steamers, and as far as will consist with the faithful performance of this duty you will also give your attention to the security of our commercial interests in the Gulf of California. You will endeavor always to sight the steamers while passing Cape San Lucas and avail yourself of the opportunity thus afforded for obtaining and forwarding your mails.

I am informed by Brigadier-General E. V. Sumner, commanding the Military Division of the Pacific, of the existence of a report that Colonel Van Dorn, of the secession army, has been seen at the head of 1,300 men on the road between San Antonio and El Paso, from which, together with the information contained in the enclosed copy of a letter received from the Navy Department, it is inferred that an attempt to subjugate Lower California may be contemplated by the secessionists. This must not be allowed if in our power to prevent it; therefore, should any such exigency arise, you will promptly, in cooperation with the troops of the United States or otherwise, do all in your power to counteract and prevent the execution of any such purpose by troops in the service of States claiming to have seceded from our Federal Union.

You will please write to me by every mail, and promptly communicate whatever may seem to render my immediate presence with the flagship, on this part of the coast or in the Gulf of California, important to the public interests.

Respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Commander SIMON B. BISSELL,
Commanding U. S. Sloop Cyane, Harbor of Acapulco, Mexico.

U. S. Flagship Lancaster,
Harbor of Acapulco, July 20, 1861.

Sir: I have been officially informed by Brigadier-General E. V. Sumner, commanding Military Division of the Pacific, of the existence of a report that Colonel Van Dorn, of the secession army, has been seen at the head of 1,300 men on the road between San Antonio and El Paso, from which, together with the information contained in the enclosed copy of a letter received from the Navy Department, it is inferred that an attempt to subjugate Lower California may be contemplated by the secessionists. This must not be allowed if in our power to prevent it; therefore, should any such exigency arise, you will promptly, in cooperation with the troops of the United States or otherwise, do all in your power to counteract and prevent the execution of any such purpose by troops in the service of States claiming to have seceded from our Federal Union.

You will please write to me by every mail and promptly communicate whatever may seem to render my immediate presence with the flagship, on this part of the coast or in the Gulf of California, important to the public interests.

Respectfully, your obedient servant,

J. B. Montgomery,
Flag-Officer, Commanding Pacific Squadron.

Commander Timothy A. Hunt,
Commanding U. S. S. Narragansett, Harbor of Acapulco, Mexico.
Lieutenant F. K. Murray,
Commanding U. S. S. Wyoming, Harbor of Acapulco, Mexico.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, of cruise in search of Confederate cruisers and privateers.

U. S. S. Keystone State,
Kingston, Jamaica, July 31, 1861.

Sir: In obedience to your orders I entered the Mayaguana [Mariguana] Passage on the morning of the 26th instant, and made the east end of Cuba the same evening, and searched carefully between the islands of Cuba and Haiti, running to the southward so far as Navassa, until the night of the 28th. Nothing was seen of the *Northern Light* or the pirate *Sumter*, and I am led to believe the former must have taken some other route, as both islands were kept in sight during the night of the 27th and day of the 28th, when it was deemed unnecessary to continue the search.

I then proceeded to this island and arrived on the evening of the 29th. Considerable difficulty and detention has occurred in procuring coal, there being but a limited supply here, and that of an inferior quality at high rates. I shall therefore not take a full supply. The paymaster has only $200 on hand, and a draft will be given on the Department for the payment of the coal. I shall sail to-morrow morning for St. Thomas and continue the search for the *Sumter* until something definite is ascertained of her.

In the hurried departure from Philadelphia many small articles necessary for the efficiency of the ship were not received, and must be

purchased, which it is hoped will meet the approval of the Department. The officers and crew enjoy good health.

I have the honor to be, very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, relative to search for C. S. S. Sumter and privateers.

U. S. S. KEYSTONE STATE,
Island of St. Thomas, August 7, 1861.

SIR: I have the honor to report my arrival here on the morning of the 5th. We are now coaling, and as soon as the ship is filled I shall again proceed in search of the *Sumter*.

You will perceive by the enclosed communication to the consul of this port that she coaled at Curaçao on the 17th of July, and by the enclosed article from a Trinidad paper that she coaled at that point on or about the 30th of July.

The privateer *Jeff. Davis* I learn was on the north side of Puerto Rico a short time since, for the purpose of capturing vessels passing through the Mona Passage. I shall therefore run down the north side of Puerto Rico, pass through the Mona Passage, and from thence to Curaçao and such other points as may be deemed best.

I am led to believe the *Sumter* will continue about the Leeward Islands, where coal can be had, for the purpose of intercepting the California steamers. I therefore beg leave to suggest that an additional force may be directed to cruise in search of her.

I visited the governor yesterday, and from his conversation I am satisfied that coal will also be furnished here if required by the *Sumter*.

Very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

Order of Flag-Officer Montgomery, U. S. Navy, commanding the Pacific Squadron, to Commander Middleton, U. S. Navy, commanding the U. S. sloop St. Mary's, to proceed to the relief of U. S. S. Cyane, off Cape San Lucas, and transmitting further instructions.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, August 7, 1861.

SIR: The moment you have prepared the U. S. sloop *St. Mary's* for service you will proceed with her to the relief of the *Cyane*, Commander Bissell, cruising off Cape San Lucas. Should you not fall in with the *Cyane* at the point indicated or at the anchorage of San Jose (Lower California), you will probably find her at Mazatlan, to which

port you will proceed, and, upon relieving Commander Bissell, hand to him the enclosed order to repair with his ship to Panama. Enclosed herewith are instructions for your government in prosecuting the duties assigned you.

You will please, sir, keep me informed by mail of your proceedings.

I am, respectfully, your obedient servant,

[J. B. MONTGOMERY,]
Flag-Officer, Commanding Pacific Squadron.

Commander EDWARD MIDDLETON,
Commanding U. S. Sloop St. Marys, San Francisco, Cal.

[Enclosures.]

U. S. FLAGSHIP LANCASTER,
Bay of Panama, August 7, 1861.

SIR: Upon being relieved by Commander Middleton, of the *St. Mary's*, you will proceed with the *Cyane*, under your command, with all practicable dispatch, via Manzanillo and Acapulco, to this port and report to me.

At Manzanillo and during your run to Panama you will have a vigilant lookout for secession privateers or pirates and vessels of doubtful character which you may have sufficient reason to suspect of being engaged in that service.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Commander SIMON B. BISSELL,
Commanding U. S. Sloop Cyane, Cruising off Cape San Lucas.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, August 7, 1861.

SIR: Officially apprised of the probability that privateers under the secession flag have been fitted out for the purpose of intercepting the U. S. mail steamers in their transit with treasure from San Francisco, you will cruise with the *St. Mary's*, under your command, off Cape San Lucas and afford every protection in your power to said steamers, and as far as will consist with the faithful performance of this duty you will also give your attention to the security of our commercial interests in the Gulf of California. You will endeavor always to sight the steamers while passing Cape San Lucas and avail yourself of the opportunity thus afforded for obtaining and forwarding your mails.

I am informed by Brigadier-General E. V. Sumner, commanding the Military Division of the Pacific, of the existence of a report that Colonel Van Dorn, of the secession army, has been seen at the head of 1,300 men on the road between San Antonio and El Paso, from which, together with the information contained in the enclosed copy of a letter from the Navy Department, it is inferred that an attempt to subjugate Lower California may be contemplated by the secessionists. This must not be allowed, if in our power to prevent it; therefore, should any such exigency arise, you will promptly, in cooperation with the troops of the

United States, or otherwise, do all in your power to counteract and prevent the execution of any such purpose by troops in the service of States claiming to have seceded from our Federal Union.

You will please write to me by every mail and promptly communicate whatever may seem to render my presence with the flagship, on this part of the coast or in the Gulf of California, important to the public interests.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Commander EDWARD MIDDLETON,
Commanding U. S. Sloop St. Mary's, San Francisco, Cal.

Order of Flag-Officer Montgomery, U. S. Navy, commanding the Pacific Squadron, to Commander McDougal, U. S. Navy, commanding the U. S. S. Wyoming, for change of cruising ground for the better protection of American interests on the Pacific coast.

U. S. FLAGSHIP LANCASTER,
Off Panama, August 9, 1861.

SIR: Along the coasts of Lower California, from the eastern end of the island of [Santa] Margarita (latitude 24°) up to Bonita Island (latitude 28° 20′, longitude 115° 50′), there are two large bays (Magdalena and St. Bartholomew), and other small bays and harbors, with good anchorage, where privateers or pirates could lie in wait for a favorable opportunity to attempt the capture of our mail steamers or other American merchant vessels passing in that vicinity.

It is well known that from October to April that part of the coast and the spacious bay of Magdalena are annually visited by a great number of our whaling ships, reaching, in the aggregate, to a large amount of American property liable, unless duly looked after, to capture or destruction. It is therefore deemed advisable to change the cruising ground of the *Wyoming*, under your command, from her present position off the port of San Francisco (where, I am advised by the agent of the steamship company and Captain Watkins, that protection is not so much needed) to the line of coast indicated between the latitudes of 24° and 28° 20′ N., longitude 115° 50′ W., to which station you will proceed upon the receipt of this order and give the fullest protection in your power to our mail steamers and also all other American interests on [that] part of the coast.

In order to economize in the use of your coal, so far as may consist with a faithful and efficient execution of the duties assigned you, keep the *Wyoming* under sail, replenishing your stock of coal, when necessary, at San Francisco.

Mails for the *Wyoming* will be forwarded to the post-office at San Francisco.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Commander DAVID MCDOUGAL,
Commanding U. S. S. Wyoming, San Francisco, Cal.

Letter from George W. Blunt, esq., to Secretary of the Navy, regarding defenses and privateers in North Carolina.

NEW YORK, *August 9, 1861.*

SIR: Captain Campbell, of the brig *Lydia Martin*, which was wrecked on Cape Hatteras in May, has been to see me. From him I have the following information. He arrived here yesterday.

At Hatteras Inlet there are two forts, sand breastworks, with 12 guns and 300 men. The forts are on the eastern side of the inlet. There are three privateers there—the *Gordon*, side-wheel steamer, 175 feet long, 3 guns, caliber not known; *Warren Winslow*, side-wheel, 2 guns, one 32, one 8 pounder; *York*, pilot boat, 90 tons, 1 gun.

At Ocracoke there is a fort of 15 to 20 guns, 500 men on Beacon Island, and one privateer, the *Marion* [*Mariner?*], screw, of 2 guns.

I shall send a copy of this to Commander Stellwagen, at Baltimore, to whom I sent two reliable pilots last evening.

I remain, yours, respectfully,

GEO. W. BLUNT.

Hon. GIDEON WELLES.

Letter from representatives of marine insurance companies of Philadelphia to Secretary of the Navy, conveying information regarding privateering in North Carolina.

PHILADELPHIA, *August 9, 1861.*

SIR: The importance of acquiring accurate information as to the whereabouts and movements of the piratical vessels now preying upon our commerce in Southern waters seems to the undersigned, representing the marine insurance companies of this city, so great that they take the liberty of communicating to the Department the following statement, made to them by Captain French, of the brig *B. T. Martin*, lately captured by the rebels.

Captain French is a man of intelligence, and his account is entitled, in our opinion, to great weight as that of a shrewd eyewitness. The brig *B. T. Martin* sailed from Philadelphia for Havana on the 20th day of July last, and was captured a few days after, in latitude 36°, about 110 miles to the eastward of Hatteras, by the privateer *York*, a pilot boat, mounting one rifle cannon of 8 pounds, on a pivot; captain's name, Geoffroy. A prize crew was put on board the brig and he and his men transferred to the *York*. Saw no vessels of war until well in with the land, when the brig was chased by the U. S. S. *Union* and beached by the rebels and afterwards taken and burned by the *Union*. Captain French was taken into Hatteras Inlet, where he remained from eight to ten days, well treated by the rebels. There is a regular channel, easily found, and well described in the last edition of Coast Pilot; the water was about 14 feet on the bar, as they went in on the young flood; bottom shifting sand, and at full tide 16 feet can be carried in. It would be best to obtain a pilot, if possible. Captain F., however, is confident that he could take a vessel in with safety. A steamer on a calm day could lie outside the bar, out of range of the batteries, and, with a rifled cannon of size, bombard the fortifications.

The anchorage inside is good, but the batteries command it. Captain F. states that there are two intrenchments thrown up, one on the hill with four 32-pounder smoothbore guns, and the other below with 6

guns. They were expecting a rifled 64-pounder gun within a few weeks. He thinks that the place can be attacked and taken with little or no loss of life by engaging the forts with one or two vessels, at the same [time] landing 500 men to the eastward on the beach out of range of the batteries. The number of men there is only about 250, armed with muskets; and no reenforcements nearer than Oregon, 40 miles distant. The battery can be taken in the rear.

He heard that eighteen privateers were out; three were at Hatteras Inlet—*York*, *Coffee*, and *Gordon*—which generally went out in the morning and came in at night. During his stay three American vessels, under British flag, sailed for Europe, two or three for Halifax, and from four to six for the West Indies. They enter and go out with impunity.

We would respectfully request a careful consideration of the above-narrated facts. The loss of property is and has been very heavy. The *B. T. M.* and her cargo alone were worth $60,000.

Any project by which this nest of pirates could be broken up would be hailed with gratitude by all interested in commerce.

Very respectfully, your obedient servants,

CHARLES PLATT,
Secretary Insurance Company North America.
THOS. C. HAND,
Vice-President Delaware Mutual Insurance Company.
HENRY D. SHERRERD,
President of the Insurance Company of the State of Pennsylvania.
RICH'D S. SMITH,
President of Union Mutual Insurance Company.
J. R. WUCHERER,
President Phœnix Mutual Insurance Company, of Philadelphia.
WILLIAM CRAIG,
President American Mutual Insurance Company.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Answer in three or four days, stating our intention and efforts have been for some time engaged towards relieving the country of these piratical movements, although it was not deemed advisable to give publicity to all our doings and thereby put the pirates on their guard, etc.

Destruction of the C. S. privateer York by the U. S. S. Union, Commander Goldsborough, U. S. Navy, commanding, August 9, 1861.

Report of Commander Goldsborough, U. S. Navy.

U. S. S. UNION, [*August 10, 1861.*]

FLAG-OFFICER: I have to report the complete destruction of the rebel privateer schooner *York* (her name changed, I learn, to *Florida*), under the following circumstances: Early on Friday morning, Cape Hatteras light-house in sight, bearing W. by S., distant 12 miles, we discovered two suspicious looking sails, one close in under the land and the other to seaward. I gave chase to the one under the land, and, from her maneuvering, I suspected all was not right. She attempted to go into New Inlet, but that fortunately I could prevent. He

then tacked and stood direct in for the land, ran his vessel on shore, set fire to her in several places, and all on board made their escape. She was a schooner of about 65 or 70 tons burden, painted lead color, and mounted one gun on a carriage amidships, which was thrown overboard. We remained by until she was burned to the water's edge, and then gave chase to the one to seaward. She proved to be the Texan schooner *Geo. G. Baker*, taken by the U. S. S. *South Carolina* on the coast of Texas and bound to New York; recaptured by the piratical schooner *York* 75 miles northeast of Cape Hatteras. I placed a prize crew on board, and have brought her into port. Her piratical crew, 4 in number, are in irons now on board this vessel. I had boarded the *Geo. G. Baker* the day previous. She was commanded by a Mr. Abbott with a prize crew of 5 men from the U. S. S. *South Carolina*. They are now prisoners to the rebels.

I am, very respectfully, etc.,

J. R. GOLDSBOROUGH,
Commander.

S. H. STRINGHAM,
Flag-Officer.

List of prisoners from the prize schooner George G. Baker.—Patrick McCarthy, seaman; Arch. Wilson, seaman; John Williams, seaman; James Riley, seaman.

[Enclosure.]

Archibald Wilson will take two men and carry the schooner *George G. Baker* to Hatteras Inlet, or any port in the Confederate States he may feel prudent to go to, and obey verbal orders given him.

Said schooner is a prize of the privateer *York*, captured this 8th day of August, 1861.

T. L. SKINNER,
Captain.

Abstract of log of U. S. S. Union, Commander J. R. Goldsborough.

August 9, 1861.—At 9:30 a sail reported; chased her. From 12 to 4 p. m. chased the privateer *York* on shore about 4 miles south of Bodie's Island light-house. The pirates, after throwing overboard their gun, set fire to the vessel. Fired several shots at parties on the beach. The *York* drifted out to sea a mass of flames. At 3:30 p. m. boarded and took possession of schooner *G. G. Baker*, a prize to the privateer *York*. She had been recaptured from a United States prize crew. Brought aboard her crew and put them in double irons. Sent Master's Mate Martin to take charge of prize.

Report of Acting Master's Mate Abbott, U. S. Navy, of the recapture by the C. S. privateer York of the schooner Geo. G. Baker, prize to the U. S. S. South Carolina.

NORFOLK, VA., *August, 1861.*

DEAR SIR: The unpleasant duty devolves upon me of herewith reporting my capture and that of my men, five seamen, a prize crew from the U. S. S. *South Carolina*, and our confinement here as prisoners of war. The men are without a change of clothing, theirs all being on board the *Baker*, now at Fortress Monroe or New York. I have no doubt clothing would be given them here, but they prefer their own, if it can be obtained.

I would respectfully request for myself a small sum of money. I have drawn nothing since the coming of the *South Carolina*, except the small advance. I do not know the rules of the Department in such cases, and for that reason make this request with much hesitation, but receiving nothing as yet from those I have written to, I am obliged to.

I am, sir, respectfully,

W. ABBOTT,
Master's Mate, U. S. Navy,
And late Prize Master of Schooner Geo. G. Baker.

Hon. SECRETARY OF THE NAVY.

Report of Captain Glynn, U. S. Navy, commanding U. S. S. Macedonian, enclosing information from vice-consul at Havana, Cuba, relative to operations of C. S. S. Sumter and movements of blockade runners.

U. S. S. MACEDONIAN,
Key West, Fla., August 10, 1861.

SIR: I enclose herewith a communication from Thos. Savage, U. S. consul-general at Havana, received this morning and opened by me. I regret that there are no means at my disposal to act in the case. The *Crusader* is in port, but is deficient in speed and force, even if there were no other reasons for not sending her in pursuit of the *Sumter*. A smart steamer like the *Iroquois*, with a smart captain, knowing something of the navigation within a circuit of 500 miles of Cape San Antonio (of Cuba), would stand a good chance for catching the *Sumter*, or for badgering her into port in a very short time.

The U. S. S. *Rhode Island*, Lieutenant Commanding S. D. Trenchard, arrived here on the 8th, and sailed again yesterday for Pensacola offing, after having dispensed very acceptably a day's fresh provisions to the United States vessels in port.

The *Preble*, Commander French, arrived here yesterday, and will probably proceed to join Flag-Officer Mervine on Tuesday, as I learn.

I am, very respectfully, your obedient servant,

JAMES GLYNN, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

CONSULATE-GENERAL OF THE UNITED STATES OF AMERICA,
Havana, August 9, 1861.

SIR: Having received this morning, from a source that I deemed reliable, the information that an American bark called the *Joseph Maxwell* was brought into Cienfuegos on the 6th instant, by a prize crew of the steamer *Sumter*, of the rebel government, having on her voyage to Porto [Puerto] Cabello been taken near La Guayra, I immediately called on the acting governor-general to ascertain if the information was correct, and if so, what action had been taken by the authorities. His excellency replied that an American ship had been carried in tow by the armed steamer *Sumter* into the harbor of Cienfuegos; that the lieutenant-governor of that place had advised him by telegraph of the occurrence, and that he, the lieutenant-governor, had made known to the commander of the *Sumter* that unless his ship or the

prize were actually in distress he could not allow them to remain in the harbor, and that therefore they must leave within twenty-four hours; that he then telegraphed to the lieutenant-governor instructions to communicate to the superior government of the island anything further that might transpire, but nothing more had been received from the lieutenant-governor, and he supposed the *Sumter* and the prize must have left. I asked his excellency why the *J. Maxwell* was not placed in the same category as the six vessels taken last month into Cienfuegos by the *Sumter*, and he answered that the six vessels had not been released in consequence of orders emanating from the captain-general, but of the consent given by the captors themselves.

Yesterday the schooner *Major Barbour*, under British colors, came from New Orleans with dates to the 25th ultimo. On the 3d instant the British schooner *Adeline* arrived here from Savannah; a few days ago a British brig also arrived in Cardenas from Wilmington, neither of them having even met or seen any of our blockading fleet. I give you notice that a Spanish brig, called the *Bella Engracia*, has been cleared by a merchant here called Du Santos Villaverde, for Campeche, carrying 3,000 quintals of coal, 2 boxes of preserves, and 500 empty demijohns. I strongly suspect that the coal is intended for the *Sumter*, which will go for it to the Campeche Bank or in Sisal, or in that neigborhood. Other good Americans and friends entertain the same suspicion.

I am, very respectfully, your obedient servant,

THOMAS SAVAGE,
U. S. Vice-Consul-General.

SENIOR OFFICER COMMANDING ANY U. S. MAN-OF-WAR,
Key West.

Report of Flag-Officer Inman, U. S. Navy, commanding U. S. African Squadron, of the departure for the United States, in obedience to Department's orders, of United States vessels under his command.

U. S. FLAGSHIP CONSTELLATION,
St. Paul de Loanda, August 11, 1861.

SIR: I have the honor to inform the Department that I arrived here from St. Helena on the 7th instant, all the squadron, except the *Saratoga*, having arrived a day or two before me, as directed.

The mail, just due, brought to me the duplicate of the letter of the Department, dated 9th of May, 1861, with a postscript dated 14th of the same month. In compliance with the instructions thus conveyed, the sloop *Portsmouth*, Commander John Colhoun, sailed for Portsmouth, N. H., on the 9th instant.

The steamer *Sumpter*, Lieutenant Commanding James F. Armstrong, and steamer *Mystic*, Lieutenant Commanding William E. LeRoy, sailed on the 10th instant, the former for New York and the latter for Philadelphia, both to touch at Monrovia, Liberia, where they were to discharge Kroomen, and to make the best of their way to the United States, stopping where it might be necessary for coal or other supplies.

The steamer *Mohican*, Commander S. W. Godon, is receiving coal, and will sail on Tuesday next, 13th instant, for Boston direct, unless it should be necessary to stop for coal or other supplies, as provided for in her sailing orders.

The sloop *Saratoga* arrived here on the 9th instant and was ordered to fill up with provisions and stores from the storeship *Relief*, and to

purchase such sufficiency of bread and other articles that the *Relief* could not supply. The *Saratoga* was then to sail for Fernando Po, where Commander Taylor was to transfer the command to Captain Glendy, and then to take passage in the *San Jacinto* to the United States.

Captain John S. Nicholas returned to the United States by advice of a medical survey on the 14th of June last, thus leaving the *Constellation* without a captain. Captain Charles Wilkes being ordered to assume command of the steamer *San Jacinto*, I have ordered Captain Thomas A. Dornin to take command of my flagship, the *Constellation*.

With a view to carry out the order of the Department "for the return of the several vessels as soon as practicable," I have caused the *Saratoga* and *San Jacinto* to meet Captains Glendy and Wilkes at Fernando Po, the latter vessel being placed temporarily under command of her executive, Lieutenant D. McN. Fairfax. She sailed for that island on the 10th instant (yesterday), carrying the necessary orders and instructions (copies sent herewith) to effect the purposes directed by the Navy Department.

The storeship *Relief*, Commander John De Camp, will sail for New York in a day or two, after supplying the *Saratoga* and receiving from the latter her invalids and some prisoners taken in slavers, with the witnesses against them.

The flagship *Constellation*, Captain Thomas A. Dornin, is now under way, bound to Portsmouth, N. H., direct, and bears this letter to the United States.

I am, very respectfully, your obedient servant,

WM. INMAN,
Flag-Officer, Commanding U. S. African Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP CONSTELLATION,
St. Paul de Loanda, August 9, 1861.

SIR: As soon as the *San Jacinto* shall arrive at Fernando Po, if Captain William M. Glendy is present, you will be pleased to exhibit to him this order, which you will then act upon. In his absence you will carry it into effect, as follows:

You will make its purport known to Lieutenant D. McN. Fairfax, executive lieutenant, temporarily commanding the *San Jacinto*, who is ordered to transfer to you that command, together with all the orders and instructions by which he has been governed. The *San Jacinto* is to have her coal fully filled up and to be kept in all respects ready for departure as soon as the sloop *Saratoga* may arrive.

When Commander Alfred Taylor shall have transferred the command of that vessel to Captain Glendy, you will inform the latter of your readiness to proceed in obedience to this order, which you will do after Commander Taylor shall have reported on board the *San Jacinto* for passage to the United States. You will then make the best of your way with the *San Jacinto* to Monrovia, Liberia, and thence to Philadelphia, Pa., in the United States.

At Monrovia you will discharge all Kroomen whatever, after which, and as soon as you can be ready, you will proceed to the port of your ultimate destination. You are authorized to stop where it may be nec-

essary for coal or other supplies. Upon your arrival at Philadelphia you will report in writing to the Navy Department and to the commandant of the station.

I wish for you a successful voyage.

I am, very respectfully, your obedient servant,

WM. INMAN,
Flag-Officer, Commanding U. S. African Squadron.

Captain CHARLES WILKES, U. S. Navy,
Ordered to command U. S. S. San Jacinto, Fernando Po.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, relative to prize schooner Abby Bradford and C. S. S. Sumter.

OFF SOUTHWEST PASS, MISSISSIPPI RIVER,
August 13, 1861.

SIR: I this day send home the prize schooner *Abby Bradford*, captured by me this morning 20 miles to the west of the Mississippi River. She was captured by the rebel steamer *Sumter* off Porto [Puerto] Cabello, the ninth prize that vessel has taken. All the others have been lost to her. One she burned at sea. I send herewith a muster-roll of the crew of this ship. The *Sumter* is short of coal and is at Porto [Puerto] Cabello. I sail to-night for Pensacola to report the circumstances to the flag-officer, and hope to induce him to let me go in search of the *Sumter*.

Very respectfully, your obedient,

DAVID D. PORTER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, enclosing captured correspondence.

U. S. STEAM SLOOP POWHATAN,
Southwest Pass, Mississippi River, August 13, 1861.

SIR: I beg leave to enclose some correspondence* captured in the *Abby Bradford*, which I did not think it safe or prudent to send home in the vessel, and it will serve as evidence hereafter against nearly all the officers of the rebel steamer *Sumter*.

Captain Semmes' letter is a pretty fair account of his proceedings. So far we have only lost one vessel by the *Sumter* (burned at sea), though her commander is under the impression that his prizes are all secured to him. He is in a position now where he can't escape, if properly looked after. He is out of coal and out of credit.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* For enclosure see Confederate reports, pp. 622–624, 625.

Report of Lieutenant Brasher, U. S. Navy, commanding U. S. brig Bainbridge, relative to C. S. S. Sumter.

U. S. BRIG BAINBRIDGE,
Aspinwall, New Granada, August 15, 1861.

SIR: Since my communication by last steamer, dated August 3, 1861, no event of importance has transpired at this post. Consul Robinson, of this port, is informed by letter from the U. S. consul at Carthagena, that the latter was informed by U. S. consul (Jesurun) at Curaçao that the rebel steamer *Sumter* coaled at that port under date of 13th July. A Jamaica paper reports the *Keystone State* coaling at Kingston on the 1st of August.

The native general, Mosquera, it is generally thought, had occupied Bogota, but it is not known at what time or with what force he may move to occupy this point and the State of Panama. It is believed, but not officially known, that the Danish authorities permitted or allowed the rebel vessel *Sumter* to be coaled and provisioned. Of the movements of that vessel or her present locality I do not gain any information. I receive no information of the enemy's design on this point.

Very respectfully, your obedient servant,

T. M. BRASHER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from collector of customs at Newport, R. I., to Secretary of the Navy, requesting instructions regarding prize schooner Adelso.

CUSTOM-HOUSE, NEWPORT, R. I.,
Collector's Office, August 16, 1861.

SIR: The schooner *Adelso*, of St. John, Kimball master, from Wilmington, N. C., put into this port on the 13th instant, said schooner having run the blockade on the 6th. I requested Captain Bennett, of the revenue cutter *Henrietta* (then lying in this harbor), to put a prize crew on board. Wingate Hayes, esq., district attorney, being in this city, I called upon him for instructions. He directed that no person should be allowed to come on shore nor anyone to go on board except the officers of the revenue, and also directed all the papers found on board to be sealed up and the same to remain until further advised.

There is a French gentleman, a passenger, on board who has been detained under the above instructions. Should like to be advised in the matter. Have been expecting to hear from the district attorney. I wrote the honorable Secretary of the Treasury as soon as possible. As yet have received no answer.

I am, very respectfully, your obedient servant,

S. W. MACY,
Collector.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the master of the captured schooner Herbert Manton to Secretary of State, giving account of affairs at Hatteras Inlet.

OSTERVILLE, MASS., *August 16, 1861.*

DEAR SIR: Having been captured by a steamer called the *Winslow* (formerly the *J. E. Coffee*, of Norfolk), it has been suggested to me that the facts concerning my capture might be of use to you.

I sailed from Zarza, on the south side of Cuba, on the 20th of June, and having no intimation that privateers were abroad I came around the west end of the island and saw nothing suspicious, neither did I see any Federal vessels. I followed the Gulf Stream until the morning of the 3d of July, when, the wind hauling easterly, I soon found myself upon soundings. Having had no observation on the 2d I was not certain of my position, but supposed myself in the latitude of Cape Hatteras. I therefore kept on to the N. by W. and shortly made the land in the vicinity of Ocracoke Inlet. This was about 8 a. m. I tacked to the E. S. E. and continued standing to the eastward until captured, which happened at 1:30 p. m. The steamer came down upon me from to windward, and the wind being light he had no difficulty in overhauling me. The said steamer is a side wheel steamer with heavy guards, and when it is rough she can not go but a short distance out. She has only two guns, a 32-pounder pivot and a small brass rifled piece, a 6-pounder, mounted above that. They took my vessel into Hatteras Inlet and subsequently to Newbern, where they discharged her cargo of sugar and molasses and anchored the vessel in the river. My crew were put in jail and myself detained on board the steamer until the 23d of July, when we were released and were allowed to ship on board of three different schooners, under the English flag and bound for Halifax, which we all did.

At the time I was captured I was fully 25 miles S. E. of Hatteras and in the Gulf Stream, and had a war vessel been in the vicinity could easily have been recaptured. I saw but four war vessels in the offing during my stay at Hatteras, a period of twenty days, and during that time there were three prizes taken and brought in.

Hoping the above statement can be of some service to you in some way or other, I remain, yours, very respectfully,

SIMEON BACKUS,
Late Master of Schooner Herbert Manton.

The SECRETARY OF STATE.

Letter from Messrs. E. & G. W. Blunt to Secretary of the Navy, enclosing memoranda regarding condition of affairs at Hatteras Inlet.

179 WATER STREET,
New York, August 16, 1861.

SIR: The enclosed statement we received from Captain Conley, who was captured by the pirates.

Yours, respectfully,

E. & G. W. BLUNT.

Hon. GIDEON WELLES.

[Enclosure—Memoranda.]

The light-house at Cape Hatteras is now used as a lookout place for the rebel privateers, the fleet lying at anchor in the inlet. Our informant left there on the 12th. There were then there the schooners [steamers] *Gordon* and *Winslow* and the propeller *Mariner*. The for-

mer ran the blockade of Charleston; mounts two 62 and two 32 pounders, manned by 50 men; draws too much water to go over the swash, so that she can be shelled easily from the outside. There are two small sand batteries mounting 12 guns, some of them rifled and heavy, but most of them 32-pounders.

There were about 300 men in the forts, without discipline apparently. Troops can be landed on the beach between the light-house and inlet when the wind is from the N. E. around to west.

The forces there expect to be attacked and are improving their defenses. There were there the following prizes: Brig *Itasca*, three light-ships (two used as storehouses, the other as a hospital), brig *William McGilvery* (used as a storehouse), schooner *Sea Witch*, schooner *Henry Nutt*, schooner *Nathaniel Chase*, schooner *Herbert Manton*, brig *Hannah Balch*, a schooner from New London called the *Transit*, and one name not remembered.

The fort can be approached from the eastward to within 1 mile in vessels drawing 20 feet of water.

The stairway in the light-house should be destroyed.

Captain JOHN CONLEY, *Orrington, Me.*

Report of Commander Schenck, U. S. Navy, commanding U. S. S. Saginaw, allaying apprehension relative to a supposed privateer in Chinese waters.

U. S. S. SAGINAW,
Shanghai, August 17, 1861.

SIR: In my communication of the 8th instant I informed the Department of what appeared to me a well-authenticated rumor of a privateer fitting out at this place. I left Hongkong on the 9th, and was fortunate enough to fall in with the *Nera*, the suspected vessel, on the 13th. She was just outside of the Wusung River; after a thorough examination I was satisfied that she was not a privateer, and had been properly cleared by the U. S. consul, and I permitted her to proceed upon her voyage to Kanagawa and San Francisco.

Judge Cleary, late U. S. naval storekeeper, owns the *Nera*, and was a passenger on board of her; through his idle threats and boasting, suspicions had been excited as to her honesty. There is no apprehension now of her doing mischief.

I have the honor to be, very respectfully, your obedient servant,

JAS. FINDLAY SCHENCK,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, relative to his search for the C. S. S. Sumter.

U. S. S. POWHATAN,
Off Cienfuegos, at Sea, August 19, 1861.

SIR: I have the honor to inform you that by order of the Flag-Officer William Mervine, I am in search of the rebel steamer *Sumter* having learned her whereabouts from a prize of hers captured in one of my boats off Barataria.

I left Pensacola on the night of the 14th instant, and after communicating with five or six vessels off Cape San Antonio, heard that as late as the 7th of August the *Sumter* had sent another prize, bark *Joseph Maxwell*, of New York, into Cienfuegos, but that the authorities

would not let her remain there; that the crew put to sea in her and returned next day in an open boat, reporting that she had foundered at sea. Most probably they burned her.

The *Sumter*, sir, will not likely leave the Caribbean Sea. I beg leave to make the following suggestions: That two swift steamers be kept cruising off Cape San Antonio, in sight of each other; that one steamer be sent to the Mona Passage and another between Cuba and Haiti, one to cruise along the south side of Cuba, two to go down on the Spanish Main, visiting all places where coals is to be found, and one to cruise from St. Thomas through the islands, giving the officers certain beats. The *Sumter*, if so looked for, must inevitably be taken; she will otherwise commit an incalculable amount of damage. If opportunity occurs I will take the liberty of writing more fully on the subject. I wrote this in hopes of sending it by a brig coming down.

I communicated with an American brig from Trinidad this morning, whose captain informs me that the bark *Joseph Maxwell* was picked up outside and taken into Cienfuegos again, having sold part of her cargo into launches outside.

I am going into Cienfuegos to get her charts and learn the *Sumter's* whereabouts when she captured the *Joseph Maxwell*.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, of search for C. S. S. Sumter.

U. S. STEAMER KEYSTONE STATE,
Havana, August 21, 1861.

SIR: In my last communication, of the 7th instant, at St. Thomas, the Department was notified of my intended cruise.

I accordingly sailed on the 8th, passed around the north side of Puerto Rico and through the Mona Passage, keeping the land in sight, but saw nothing of the *Sumter* or *Jeff. Davis*.

From thence the search was continued through the Windward Islands, and an effort made to communicate at Martinique, but the weather proved so unfavorable it was found impracticable, and I continued on to Barbados, where it was supposed the *Sumter* might touch for coal, but on communicating with the consul it appeared she had not been in that vicinity. The course was then continued along the islands, and on the morning of the 12th instant, off the island of Trinidad, a small steamer was observed and supposed by all on board to be the *Sumter*, but on nearing her she proved to be French. I then entered Port Spain, where the *Sumter* coaled, landed eight or nine seamen, spent five days, and sailed on the 5th ultimo [instant]. It was my intention to take the seamen on board, but it was ascertained that they had all shipped on board American vessels. No information could be gained as to the probable course taken by the *Sumter*, and I decided to continue through the Leeward Islands, running between them and the mainland to Curaçao, where it was supposed she might have returned to coal and intercept the California steamer of the 15th from Aspinwall. It was also my intention to take a small supply of coal at Curaçao, but on arriving off the port it was ascertained from the pilot that there was no coal to be had and no news of the *Sumter*. The authorities, I was pleased to

learn from the pilot, have decided that no privateer shall again enter the harbor.

From Curaçao a northwest course was pursued, crossing the track of the California-steamers, passing on the south side of Cuba and thence to this port. The *Sumter*, I think, has gone east, probably in the vicinity of Pernambuco, to intercept homeward-bound East India and California vessels. It is much regretted, after so long and thorough search, that the desired object was not attained, but I hope the course pursued will meet the approbation of the Department.

I deem it my duty, before closing this report, to call the attention of the Department to the very hurried and imperfect fitting out of this ship. The principal sails, foresail, and foretopsail are so much worn and decayed that in case of necessity they could not be relied on; several of our buckets for the water wheels have been injured by bad weather, and there is not a spare one on board to replace them; the galley funnel has been eight years in the ship and is entirely burned out, and must be renewed before leaving this port. The boilers and head of steam drum are unprotected, and a single shot well directed would not only render the ship an easy prey to the enemy but prove fatal to a large portion of the crew. It is proper here to state that the order from the Department to sail when the ship was ready was received at the magazine after the powder and shell were on board, and to have returned to the navy yard would have caused several days' delay and defeated the wishes of the Department. The ship to this day has been thirty days under steam. She has run by log 5,160 miles, and consumed 429 tons of coal, making an average of 14 tons per day, and during the time the fires have only been drawn twice. I am happy to say, notwithstanding the intense heat and continuous rains experienced during our cruise, the officers and crew have enjoyed good health. I beg leave to suggest, if the Department contemplates keeping steamers cruising about the islands, that a supply of hard coal be sent to Kingston and St. Thomas, as soft only can be had, generally of an inferior quality, not adapted to our steamers, and at exorbitant rates, from $10.50 to $11.50 per ton. It is found impracticable to have the required work done here without considerable detention, and as the yellow fever is prevailing to a considerable extent, I shall, after taking in water, go immediately to Key West.

I have the honor to be, very respectfully, your obedient servant,

G. H. SCOTT, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Sands, U. S. Navy, commanding U. S. Brazil Squadron, of arrival at Boston, Mass.

U. S. FRIGATE CONGRESS,
Boston, August 22, 1861.

SIR: I have the honor to report to you the arrival of the *Congress* at this port, per your order of 9th April last, after a passage from the River La [Rio de la] Plata of sixty-two days. All well.

* * * * * * *

I have the honor to be, sir, most respectfully, your obedient servant,

JOSHUA R. SANDS,
Flag-Officer, Brazil Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, of the inadequacy of the force for the protection of American commerce on the Pacific coast.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, August 23, 1861.

SIR: I have the honor respectfully to state to the Department that should privateers make their appearance in the Pacific Ocean, my very limited force of four steamers and two sailing ships will prove wholly inadequate for the protection of our commerce with the numerous ports along this coast, extending from Talcahuano to San Francisco, a distance of 7,000 miles. The *Cyane* and *St. Mary's* might render very effectual service in the fresh winds prevailing along the coasts of Chile and Peru, while they are almost useless, for purposes of protection, between the equator and the Gulf of California, embracing a line of more than 3,000 miles of coast.

The sloop *St. Mary's* is still detained undergoing repairs at San Francisco, and the steamer *Saranac* (one of my most active steamers) is en route to that port for repairs, reducing my present effective force to three steamers and one sailing sloop, distributed as follows, viz: *Lancaster* at Panama; *Narragansett*, coast of Mexico, from Acapulco to Manzanillo, and the *Wyoming* and *Cyane* on the coast of Lower California, mainly for the protection of our mail steamers between San Francisco and this port. From this statement of the disposition of my forces the Department will readily perceive the want of at least four additional steamers on this station to watch over long lines of coast at present unprotected. Four of the propeller gunboats now building will answer admirably for the service required, and I would earnestly request the supply of this additional force at the earliest convenience of the Department.

* * * * * * *

I have the honor to be, sir, very respectfully, your obedient servant,
J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, relative to coal.

U. S. S. POWHATAN,
Jamaica, August 23, 1861.

SIR: The enclosed letter* from Mr. Richard Hitchins, of Jamaica, will explain itself. If our squadron continues to cruise it will be necessary to send coal to this place for them. There is an indisposition on the part of the Government to furnish us with coal, and there is none for sale except at most exorbitant prices. Mr. Hitchins has the best-arranged yard for coaling and stowing the coal, and it would be greatly to the advantage of [the] Government to keep on hand here 1,500 or 2,000 tons and accept his terms (which are reasonable) for putting the

* Omitted as immaterial.

coal on board. Without some arrangement of this kind our steamers can not cruise in these waters.

I have the honor to remain, very respectfully,

DAVID D. PORTER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from president of the Pacific Mail Steamship Company to Secretary of the Navy, representing the need of a United States steamer at Aspinwall for the protection of California steamers.

PACIFIC MAIL STEAMSHIP COMPANY,
New York, August 24, 1861.

SIR: I take the liberty to say that our advices from Panama report that serious apprehensions are felt on the isthmus for the safety of the California steamers to and from Aspinwall. The only United States man-of-war at Aspinwall is brig *Bainbridge*, which vessel, in those calm latitudes, can not prove any great protection against a steam privateer. Nothing has been seen of the U. S. S. *Keystone State* on the route between New York and Aspinwall by our steamers, while the C. S. S. *Sumter* and *Echo* have been heard of in those waters.

My object is to call your attention to the necessity of having a United States steamer off the port of Aspinwall, as I fear the brig *Bainbridge* would be wholly inefficient for our protection in that neighborhood.

I am, sir, very respectfully

ALLAN MCLANE,
President.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, relative to search for C. S. S. Sumter.

U. S. S. KEYSTONE STATE,
Key West, August 25, 1861.

SIR: I have the honor to report my arrival here on the night of the 22d instant, and so soon as a supply of coal can be taken on board I shall continue the search for the *Sumter*. Commander Porter, of the *Powhatan*, I am pleased to learn, has also been sent by Flag-Officer Mervine to search for her, and it is hoped something definite will soon be ascertained regarding her.

I mentioned in my last communication many defects regarding the efficiency of this ship, and hope when the exigencies of the service will permit that the Department will authorize her return to the United States for the necessary repairs.

I have the honor to be, very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, relative to search for C. S. S. Sumter.

U. S. S. KEYSTONE STATE,
Key West, August 26, 1861.

SIR: I learn the *Sumter* is now at Porto Bello without money, credit, or coal; I shall therefore proceed with all dispatch to that point, touching at Alacran Reef, off Yucatan, where it is believed the *Sumter* has sent prizes.

I shall also touch at Aspinwall, that being the nearest point where coal can be had. The order of the Department directs me, after obtaining something definite of the *Sumter*, to report at Key West for the Gulf Squadron. Flag-Officer Mervine, I learn from Lieutenant Commanding Trenchard, commands the Gulf Blockading Squadron and Flag-Officer Pendergrast the Gulf Squadron. I am therefore in doubt as to which squadron the Department desires me to report and ask to be informed at Aspinwall.

I have the honor to be, very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Secretary of the Navy to Allan McLane, esq., president Pacific Mail Steamship Company, regarding measures for protection of California steamers.

NAVY DEPARTMENT, *August 27, 1861.*

Your letter of the 24th instant, relating to the safety of the California steamer, has been received. You are informed in reply that the steam ships of war *Keystone State*, *Richmond*, and *Penguin* are cruising for the *Sumter* and awaiting the arrival of the California steamer.

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

ALLAN MCLANE, *New York.*

Instructions from Secretary of the Navy to Commander Brasher, U. S. Navy, commanding U. S. brig Bainbridge, relative to convoying mail steamers.

NAVY DEPARTMENT, *August 28, 1861.*

SIR: You are authorized to convoy any of the mail steamers bound from Aspinwall to New York with treasure some 50 or 60 miles from the former port, provided the commanders of those vessels require of you such service. After the performance of this duty you will immediately return to your anchorage off Aspinwall.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander T. M. BRASHER,
Commanding U. S. Brig Bainbridge, Aspinwall, New Granada.

Report of Commander Carpender, U. S. Navy, commanding U. S. storeship Falmouth, relative to safe shipment of arms from California, with enclosures on the same subject.

U. S. STORESHIP FALMOUTH,
Aspinwall, August 28, 1861.

SIR: The accompanying letters explain themselves. Captain Tinklepaugh, at the suggestion of Commander Brasher, agreed to take the *Bainbridge's* 12-pounder brass howitzer with shell ammunition on board, but went to sea without it. The hope is that the *Northern Light* will go through safely; but if she should meet with any accident to her machinery and be caught in that predicament by the rebel cruisers, she will wish she had heeded some of our suggestions.

I have the honor to be, very respectfully, your obedient servant,

E. W. CARPENDER,
Reserved Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure No. 1.]

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
San Francisco, August 8, 1861.

SIR: Captain Wallen with his company leaves in the *Sonora* to-morrow in charge of 30,000 stand of arms, which have been ordered to be sent from this Department to New York immediately. As these arms would be a double loss to the Government if they should be captured, I would respectfully and earnestly ask your cooperation in this affair.

Although it is highly important that no time should be lost in the transmission of these arms, it is still more important that they should go safely. I am not sure that in the absence of orders you may not think it advisable to send them in a Government ship or immediately under convoy. The security of these arms is so vitally important that I am confident the Government will approve of any measures you may think proper to take to insure it.

Very respectfully, your obedient servant,

E. V. SUMNER,
Brigadier-General, U. S. A., Commanding.

Captain CARPENDER,
U. S. Naval Commander, Aspinwall, New Granada.

[Enclosure No. 2.]

U. S. STORESHIP FALMOUTH,
Aspinwall, New Granada, August 26, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 8th instant, and of entering heartily and cordially into all your views in relation to the precious charge on board the *Northern Light*. I have addressed the accompanying letter to Captain Tinklepaugh for his serious consideration.

There is no Government vessel in which the arms could be transported to the United States, and if there were it would depend upon the pleasure of the officer commanding her whether he would ship them in her, as my authority is limited to the command of this ship. I await the answer of Captain Tinklepaugh, and will communicate it to Cap-

tain Wallen, in order that you may correctly understand the state of things at the last moment.

I am, very respectfully, your obedient servant,

E. W. CARPENDER,
Reserved Commander.

Brigadier-General E. V. SUMNER,
Commanding Department of the Pacific, San Francisco, Cal.

[Enclosure No. 3.]

U. S. STORESHIP FALMOUTH,
Aspinwall, August 26, 1861.

SIR: The immense importance of the interests involved will justify me in addressing this letter to you. You have seen the letter of General Sumner to me urging me by every consideration of duty and patriotism to insure, as far as was possible in my power, the safe conveyance of the 30,000 arms on board your ship to the United States.

The only suggestions I could make were, first, that you should take the *Bainbridge* in tow, and thus be protected by her guns; but Colonel Totten and yourself thought that this would be attended with great delay and inconvenience to your vessel, causing great uneasiness at home, and perhaps obliging you to stop on the way for coal, in all of which I concurred. Next, that you should better be able to work your guns from the stern by raising a platform above the steering gear; and last, that part of the armament and crew of the *Bainbridge*, with her only lieutenant, should be placed on board of your ship. The more I think of this last suggestion the more desirous am I that it should meet your approbation.

Commander Brasher stands ready to make any sacrifice of mere convenience and any abridgment of his armament that may be thought conducive to the public interests; and, for myself, in urging upon you the adoption of this measure, I fully assume all the responsibility of my position, and though powerless to make my will heeded, can not refrain from expressing the opinion that, as a precautionary measure, the plan proposed by me will have the sanction of the Government, and be duly and properly appreciated and commended by the patriotic individual in whose service you are employed.

I am, very respectfully, your obedient servant,

E. W. CARPENDER,
Reserved Commander.

Captain TINKLEPAUGH,
Steamship Northern Light.

[Enclosure No. 4.]

STEAMSHIP NORTHERN LIGHT,
Aspinwall, August 26, 1861.

SIR: Your communication of this date in regard to the proper measures to be taken to insure the safety of the Government property on board of this ship has been received. In this you agree with my objections to taking the *Bainbridge* in tow. As regards her armament, I think it entirely too heavy for the upper deck of this ship, which is the only one on which it can be used, and with my present armament I do not think the officer and men could be of any service. It is undoubtedly of the first importance that the property should reach the United

States in safety, but I do not see that I can do anything further at present to insure its transmission.

Very respectfully, your obedient servant,

E. L. TINKLEPAUGH,
Captain S. S. Northern Light.

Commander E. W. CARPENDER,
U. S. Storeship Falmouth.

[Enclosure No. 5.]

U. S. STORESHIP FALMOUTH,
Aspinwall, August 26, 1861.

SIR: I have your letter in answer to mine, and I now suggest that you tow the *Bainbridge* out to the trade wind, and, taking the route of Cape San Antonio, have her accompany you until you are entirely past all danger from the rebel cruisers.

I am, very respectfully, your obedient servant,

E. W. CARPENDER,
Reserved Commander.

Captain TINKLEPAUGH,
Commanding Steamer Northern Light.

Order of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, to Captain Ritchie, U. S. Navy, commanding U. S. S. Saranac, to cruise for the protection of California steamers.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, August 29, 1861.

SIR: When requisite repairs shall have been effected on the *Saranac*, under your command, you will fill up with provisions, water, and coal, and present requisitions for the approval of the commandant at Mare Island for powder and shell to make up your deficiency (for practice), and the moment you are ready for sea proceed with the *Saranac* to Cape San Lucas, and cruising in that vicinity you will afford all necessary protection to our mail steamers in their transit to and from San Francisco, and watch over the general interests of our commerce with ports in the Gulf of California.

It is supposed that privateers may be fitted out under commissions issued by the assumed authorities of seceded States, with a view to capturing mail steamers with treasure and our merchant vessels in the Pacific. You will therefore keep a vigilant lookout for vessels of that description and use your utmost efforts to capture any that you may fall in with or hear of having approached the line of coast placed under your special protection. Should you hear of, or have sufficient reason to suspect, any hostile movements by secessionists of our country upon Lower California, with a view to invasion and the conquest of that territory, it will be your duty promptly to employ the means at your disposal in preventing the consummation of such designs, giving the earliest intimation thereof to Brigadier-General Sumner at San Francisco, who is instructed by the War Department to cooperate with the naval force in the Pacific in effecting that object.

You will, sir, communicate all information having reference to the public interests and those of citizens of the United States and advise me by every mail of your proceedings. Acapulco being the nearest point where coal can be obtained, in order to avoid too frequent interruptions in the prosecution of duties assigned you it is important that you observe the strictest economy in the use of your coal by keeping the *Saranac* under sail at all times when, in your judgment, a due regard to the interests committed to your care will permit you to do so.

The enclosed order you will please hand to Commander Middleton upon falling in with the *St. Mary's*, off Cape San Lucas.

I am, sir, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Captain ROBERT RITCHIE,
Commanding U. S. S. Saranac, San Francisco, Cal.

[Enclosure.]

U. S. FLAGSHIP LANCASTER,
Bay of Panama, August 29, 1861.

SIR: Upon the arrival of the *Saranac*, Captain Robert Ritchie (appointed for your relief), off Cape San Lucas, you will proceed with the sloop *St. Mary's*, under your command, to the coast of Upper California, and cruise between the port of San Francisco and the island of San Miguel, off Santa Barbara, for the object of giving protection to our mail steamers in their transit to and from San Francisco, and also to secure merchant vessels of the United States from liability to capture by privateers of our seceded States.

You will be vigilant in observing the movements of all vessels of a suspicious or doubtful character, and use your utmost efforts to effect the capture of Southern privateers or other vessels under the secession flag, if fallen in with. It is desirable, sir, that you sight the mail steamers on every trip while passing your position on the coast, and please keep me advised by mail of your proceedings. Letters for your ship will be sent to San Francisco.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Commander EDWARD MIDDLETON,
Commanding U. S. Sloop St Mary's,
Off Cape San Lucas, Lower California.

Letter from Secretary of the Navy to president Panama Railroad Company, regarding measures for protection of California steamers.

NAVY DEPARTMENT, *August 29, 1861.*

GENTLEMEN: Your letter of the 24th instant has been received. The Department has not overlooked the subject referred to in your letter, and sometime since dispatched steamers to visit the passages between the Atlantic and the Caribbean Sea, and to afford protection to the California steamers. It has now, as you will see by the enclosed

copy of a telegram to Allan McLane, esq., and of the instructions to Commander T. M. Brasher, directed the brigs *Perry* and *Bainbridge* to convoy those steamers through the passage.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

D. HOADLEY, ESQ.,
President Panama R. R. Co., and others, New York.

[Enclosure—Telegram.]

NAVY DEPARTMENT, *August 28, 1861.*

For the present the Department proposes to place the heavily armed brig *Perry* to cruise constantly through the Mariguana Passage. She might be towed through both ways by the steamers.

GIDEON WELLES,
[*Secretary of the Navy.*]

ALLAN MCLANE,
88 Wall Street, New York.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, relative to search for C. S. S. Sumter, and enclosing correspondence with the governor of Curaçao.

U. S. S. POWHATAN,
Curaçao, August 30, 1861.

SIR: I arrived at this port yesterday in search of the *Sumter*, and hear nothing positive about her. There is a report here that she captured a coal vessel about ten days ago bound to this place, the only capture we hear of since she captured the *Joseph Maxwell*, which we found in Cienfuegos under the charge of the Spanish authorities. The governor of this place has taken so strange a view of the *Sumter* case (receiving her as a vessel of war) that I deemed it my duty to protest against such acknowledgment, which communication I have the honor to enclose you. The *Sumter* was so well treated here that she is coming again, though the governor has promised not to admit her or give her any assistance. I heard yesterday that she was stranded in the harbor of Trinidad, where I am going to see if the report is true. She is still on this coast, I am sure, and will finally return to Cienfuegos, not knowing that her prizes have been given up and anticipating finding money for the sale of them in the hands of her prize agent, with whom they were left. If a fast steamer was sent at once to Cienfuegos down the south side of Cuba, with orders to lie at the mouth of the harbor with steam up, she would catch the *Sumter*, for she will be short of coal when she gets there. She has increased her crew to 140 men and carries the same armament, four light 32-pounders and one 64-pounder pivot abaft the foremast. The appearance of this ship here has had a most excellent effect in damaging the reputation of these quasi-rebel ships of war. I only regret that her condition will require her to go home so soon. I have had her bottom examined here by divers. Part of her false keel is knocked off, her forefoot gone, and 500 sheets of copper off, damage sustained by running ashore in the China seas. I sail day after to-morrow to pursue my search, hoping to hear something of the *Sumter* in the meantime.

The *Keystone State* passed this port fourteen days since. I have been informed that the *Sumter* took coal enough in Trinidad to go to Pernambuco, in Brazil; if she has gone there she will be able to obtain plenty of coal on the way, at Pasa [Pará] and other places, and unless followed up will do an immense amount of damage. In case it is intended to send vessels in that direction in search of the *Sumter*, the following places on the route will supply coal: St. Thomas, Antigua, Guadeloupe, Martinique, St. Lucia, St. Vincent, Grenada, Trinidad, Barbados, Pernambuco, or any port in Brazil. I am of opinion that the *Sumter* is still in the Caribbean Sea.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. POWHATAN,
Curaçao, August 30, 1861.

EXCELLENCY: In the pleasant interview which I had with you this morning I could not help being surprised at the decision your Excellency had made in relation to the armed vessels belonging to the so-called Confederate States of the South, namely, that vessels of war, so called, would be permitted to enter here, and receive supplies of coal, etc., once, but not a second time.

It was by this decision the armed steamer *Sumter*, claiming to be a ship of war, entered here and obtained supplies of coal, by which she alone was enabled to inflict serious damage on the commerce of the United States. If this practice is admitted by the colonies of all the European powers in these seas, it is equivalent to having those powers aiding these quasi men-of-war, which, if they existed in any numbers, would soon put a stop to the United States' commerce. I find that this practice prevails in the West India ports of other nations besides your own, and that the rebels who are in arms against the lawful Government of the United States are by this act admitted to all the rights of a belligerent power. This does not seem to me to be in accordance with the principles of amity which are due to the United States from nations with whom we have had long-standing treaties, and with whom we have always had an honorable representation, while all recognition has been denied to the commissioners of the so-called Confederate States by every European power. I am aware that your excellency has received instructions not to admit any privateers or their prizes to enter your ports, and that the *Sumter* has been admitted on the ground that she was a vessel of war. Your excellency must admit that until the so-called Confederate States are acknowledged by some of the European governments, and until they prove themselves capable of defeating the efforts of the U. S. Government to bring them back to their allegiance, that they must be considered as part of the States comprising the Union, and our Constitution forbids any State fitting out letters of marque, men-of-war, or equiping armies; and all vessels fitting out contrary to the wording of the Constitution do so illegally, and are good prizes to any nation that may capture them.

It is not likely that your Excellency will ever be troubled with any more steamers belonging to the so-called Confederate States, for by this time the Government of the United States are in a position to blockade

every harbor or outlet from those States; but if such a thing should occur, and a vessel calling herself a ship of war should come here, I do not see how the United States could help construing it as an unfriendly act on the part of your Government if such vessels should receive facilities here for pursuing their maraudings, and thus be enabled to capture the vessels belonging to the United States.

Not wishing to dictate to your Excellency what your duty should be under the circumstances until you receive further instructions on the subject, it strikes me that the Dutch Government, not having alluded to vessels of war in your instructions, ignored such a classification of vessels altogether, and can only recognize them as privateers under any circumstances whatever. Under the state of the case it appears to me that friendly acts of your Government are more due to the United States than to a rebellious branch of it, and that you at least have discretionary power enough left you to prevent a course of things which can not help meeting with the strongest protest of the U. S. Government. A refusal to admit those privateers, or pirates, or quasi ships of war, into your ports puts an end at once to depredations on our commerce, and I am sure that such a course will meet the approbation of your home Government and cement the bonds of friendship which have hitherto existed between the two countries. I deem it my duty to protest to your Excellency against the acknowledgment on your part of vessels claiming to be ships of war of the so-called Confederate States, and I hope that your excellency will on due consideration perceive the weight of my objection to the decision you have made, and rectify it so far that the commerce of the United States will not suffer through any tolerance of yours until you receive specific instructions from your Govment, which you told me you expect shortly.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER,
Commander U. S. S. Powhatan.

His Excellency J. D. CROL,
Governor of Curaçao.

CURAÇAO, *August 31, 1861.*

SIR: Giving myself the honor to reply to your communication of the 30th instant, I beg leave to state that in the interview I had the pleasure of having with you in the morning of yesterday, I mentioned to you that whereas the Netherlands Government was desirous to observe a strict neutrality during the existing disturbances in the United States of America, warnings and instructions had been issued accordingly by the said Government, containing among others "that no privateers, under whatever colors, or provided with whatsoever commissions or letters de marque, shall be admitted in the ports or roadsteads of the Netherlands dominions."

I further stated to you as my opinion, alluding to the case of the *Sumter*, that it would not be consistent with the principle of neutrality adopted by the Netherlands Government to allow vessels of war of the Confederate States, cruising in these waters, repeatedly to visit this port for the purpose of supplying themselves with provisions, coal, etc., and so to make this place the starting point of their operations; consequently, acting upon these considerations, I would object to the Confederate States man-of-war steamer *Sumter* again being admitted into this port on the event she made her appearance a second time.

At the same time I beg to reiterate what I had the honor of mentioning to you verbally, in yesterday's interview, that in submitting the case of the *Sumter* to the decision of the supreme Government, I requested at the same time further instructions on the subject, and how to act in future on similar occasions.

In the meantime I consider myself bound, in expectation of those instructions, strictly to adhere to the existing regulations to the effect that during the existing disturbances in the United States of America, no privateers, under whatever colors, and provided with whatsoever commissions or letter de marque, with or without prizes, may be admitted into this port unless in case of distress.

I have the honor to remain respectfully,

J. D. CROL,
The Governor of Curaçao Dependencies.

COMMANDER U. S. MAN-OF-WAR STEAMER POWHATAN,
In this Harbor.

U. S. S. POWHATAN,
Curaçao, August 31, 1861.

EXCELLENCY: I have the honor to acknowledge the receipt of your communication of the 31st August, 1861, and I hope you will pardon my return to the subject of my first communication to you. All that your Excellency states in your letter of this date I fully understood when I had the pleasure of an interview with you yesterday, but I endeavored to draw your attention to the fact that all vessels fitted out by the so-called Confederate States of North America can only be considered as privateers by European nations (and by our own laws they are pirates), unless any nation has recognized the independence of said States. Your intentions with regard to privateers were made very plain to me, and would be perfectly satisfactory to the U. S. Government, but coupled with your explanation was a determination expressed by your excellency to admit once and supply with coal any other steamer besides the *Sumter* claiming to be a man-of-war of the so-called Confederate States. Your Excellency's Government in Holland has not recognized the right of the rebellious States of North America to fit out men-of-war, or they would have issued instructions at the same time they laid down their rule of neutrality with regard to privateers.

I feel quite confident that your Government, acting in that good faith which has always characterized it, will decline recognizing the right of our rebellious States to fit out ships of war: indeed they can not recognize that right unless they consider the Government of the United States broken asunder, and set at naught all our rights as a government and a nation. I beg leave to say to your Excellency that the so-called Confederate States have but two vessels they style men-of-war vessels, the *Sumter* and a similar one called the *McRae*, and it is in case that the latter vessel should get to sea (which is not likely), that I would request your Excellency to refuse her admittance into your ports or roadsteads, or allow her to obtain supplies of coal and other articles that will enable her to commit depredations on the commerce of the United States; for if she obtains coal here only once, as did the *Sumter*, it will enable her to do a deal of harm, while without those supplies she would be harmless, and likely soon fall into the hands of the Government whose laws she would have set at defiance. It would afford me great pleasure to communicate to my Government your Excel-

lency's just and favorable answer to this, my proposition, convinced as I am that it would be an evidence of the friendly feeling of the Dutch Government and prevent complications at some future time; for I do not think that the U. S. Government can ever admit the recognition of a so-called Confederate man-of-war vessel by a foreign government. While those States are considered as part of the American Union, it is very natural to suppose that an unfriendly act of this kind would impair the friendly feelings existing between the two nations, which is much to be deprecated.

I have the honor to remain, your Excellency's obedient servant,

DAVID D. PORTER,
Commander U. S. S. Powhatan.

His Excellency J. D. CROL,
Governor of Curaçao and Dependencies.

CURAÇAO, *September 1, 1861.*

SIR: Having the honor to reply to your communication of yesterday's date, received this morning, I can only express my sincere regret in not having succeeded to convince you that in the face of positive instructions emanated from the supreme Government with regard to the strict neutrality to be observed during the existing disturbances in the United States of America, I can not act otherwise than conformably to these directions, which, moreover, have publicly been notified, not considering myself qualified either to alter or to modify them.

As I already had the honor to communicate to you, having lost no time in submitting the case of the *Sumter* to the decision of my Government, requesting at the same time to be furnished with further instructions on the subject and how to act in future on similar occasions, I feel persuaded it will be acknowledged as an evidence of my anxiety to prevent any complication between the respective Governments and of my ardent desire not in the least to impair, but on the contrary to consolidate, the friendly feelings and good understanding between the two nations.

I have the honor to remain, respectfully, sir, your obedient servant,

J. D. CROL,
Governor of Curaçao and Dependencies.

His Honor DAVID D. PORTER,
Commander of the U. S S. Powhatan, Curaçao Harbor.

Instructions from Assistant Secretary of the Navy to Commander Palmer U. S. Navy, commanding U. S. S. Iroquois, relative to search for C. S. S. Sumter.

NAVY DEPARTMENT, *September 1, 1861.*

SIR: You will prepare your vessel for sea with all dispatch and proceed to the West Indies in pursuit of the pirate steamers *Sumter* and *McRae*. The Department can not give you definite instructions with regard to these vessels, but must intrust the pursuit to your good judgment after arriving there, where you will no doubt obtain later information as to their movements. The *Sumter* has been twice to Cienfuegos, once to Santiago, on the coast end of Cuba, once to St. Thomas, once to Curaçao, and was last heard of at Ponce, Porto [Puerto] Rico. The *McRae* has only been heard of as having escaped from New Orleans.

It is desirable that you should return to Hampton Roads by the 5th of October unless you are then on the track of some of these pirates.

The California gold steamers pass through the Mariguana Passage, and between Navassa and the coast of Cuba.

I enclose herewith a portion of the last report received by the Department from Commander Scott, of the *Keystone State*, relating to his search for the *Sumter*, together with an extract of a letter from Flag-Officer Mervine on the same subject.

I am, respectfully, your obedient servant,

G. V. Fox,
Assistant Secretary.

Commander James S. Palmer,
Commanding U. S. S. Sloop Iroquois, Hampton Roads.

Letter from the Secretary of the Navy to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, forwarding information of C. S. S. Sumter.

Navy Department, *September 2, 1861.*

Sir: The following is an extract from a letter just received from Commander D. D. Porter, commanding the steamship *Powhatan*, off the Southwest Pass of the Mississippi, and may be useful to you in your search for the *Sumter:*

* * * I know as well as it is possible to surmise where the rendezvous of Semmes will be. His plan is to sink, burn, and destroy all that is not very valuable, and no pirate that ever swam the ocean had such an opportunity for doing damage, for he can do it with impunity. Let the Department fit out some fast steamers with rifle guns and send one to the bay of Samana at the east end of Haiti. He will be found there or I'll lose my head. There are hiding holes there known to Semmes, where a hundred prizes might lie concealed. There is also a place in the same island, Ocoa Bay, well known to Semmes (I was there with him), where a thousand vessels might lie concealed and no one know of it. There are places around the Isle of Pines, where the devil himself would not find vessels unless he knew the locality. I have been all through them and know them well; so does Semmes. If he gets hard pushed he can find shelter among the reefs on the Mosquito Banks. No one would think of following him there. There is no reason why he can not get into New Orleans at any time. Southeast Pass is open with 10 feet of water at low tide. The *Sumter* only draws 12 feet light, and it is easy enough to drag her through the mud. Two tugboats lie in the passes all the time ready for that emergency, and we don't know what goes in or out at night.

I am, very respectfully, your obedient servant,

Gideon Welles,
[*Secretary of the Navy.*]

Commander J. S. Palmer,
U. S. Steam Sloop Iroquois, Hampton Roads.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, acknowledging orders.

U. S. S. Iroquois,
Hampton Roads, September 3, 1861.

Sir: I am just in receipt of your letter of the 1st of September (the mail seems to have been interrupted for a day). I shall have all my

stores on board by the day after to-morrow and proceed to the West Indies, agreeably to your instructions. I deem it proper to state, however, that there is at this moment only the gunboat *Flag* besides myself at this anchorage. The *Savannah*, *Seminole*, and *Corwin* (which is good for nothing) are at Newport News. General Wool urges me not to move until more force arrives; Captain Hull also wishes me to remain. I shall be ready, however, on the day after to-morrow, as I have said above, and unless telegraphed to remain until some other vessels arrive, [shall] proceed at once to execute the orders of the Department.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander and Senior Officer Present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order from Assistant Secretary of the Navy to Captain Glynn, U. S. Navy commanding U. S. S. Macedonian, to cruise on South American coast and in the West Indies.

NAVY DEPARTMENT, *September 4, 1861.*

SIR: Your letter of the 22d ultimo, written at Key West, reporting the *Macedonian* under way for Aspinwall, has been received. The Department desires the *Macedonian* to remain on the West India Station as long as she can with safety to the health of her officers and crew. The moment fever shall appear on board of such type and prevalence as to render it advisable to seek a northern climate, you will proceed with her to Philadelphia. The *Macedonian* will cruise along the South American coast and through the Leeward and Windward islands and the Mona Passage.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Captain JAMES GLYNN,
Commanding U. S. S. Macedonian, Aspinwall.

Report of Commander Brasher, U. S. Navy, commanding U. S. brig Bainbridge, of shipment of arms from California, and other matters.

U. S. BRIG BAINBRIDGE,
Aspinwall, New Granada, September 4, 1861.

SIR: Since my communication to the Department by last steamer, dated August 24, 30,000 stand of arms from California were shipped under the circumstances of the within letter,* and as further referred to by Commander Carpender of the *Falmouth*. Of the enemy's vessels in the Caribbean I have various statements. From one it would seem that a steamer has been successively at Curaçao, Trinidad, and latterly off La Guayra, represented as bearing long guns and called the *Sumter*.

*Not found.

I hear of no definite designs of the enemy, nor of the intentions of the Mosquera party at Bogota to assail this point. It is rumored (on the 3d) that the vessel above referred to was, or is, at Porto Bello. Upon inquiry, the best and fullest I can make, I do not find any foundation for the rumor. I expect soon to hear from Porto Bello by means as reliable as the times afford.

Very respectfully, your obedient servant,

T. M. BRASHER,
Commanding U. S. Brig Bainbridge.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Messrs. Spofford, Tileston & Co. to the Secretary of the Navy, relative to the appointment of acting masters to command the Havana steamships.

29 BROADWAY, NEW YORK, *September 5, 1861.*

SIR: We have the honor to acknowledge the receipt of your notes of 24th and 27th ultimo in relation to the officers and men to be placed on board our Havana steamships. We accept the offer made in your letter of 27th August last. We think that the suggestion made by Commodore Breese on this subject a good one, viz, "the captains of the steamers in question to be appointed by the Secretary of the Navy acting masters, U. S. Navy, instead of appointing other acting masters to the vessels." This we highly approve of, as it is of the utmost consequence to good order and discipline to have each steamer and all the men thereon under the control of one commander.

In case you should also approve of this plan we give you below the names of each captain. These officers have been in our employ over fifteen years, are thorough navigators and seamen, and perfectly acquainted with our coast. Our next steamship outward will be the *Marion*, to leave about the 10th or 12th instant. Captain of steamer *Columbia*, Richard Adams; captain of steamer *Marion*, James D. Phillips; both of New York.

Respectfully, your obedient servants,

SPOFFORD, TILESTON & CO.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

[Endorsement.]

Direct Commodore Breese to put on board the number of men agreed upon as in Department's letter.

[G. V. FOX.]

[Second endorsement.]

Four ordinary seamen, 4 seamen, 1 quarter gunner, 1 gunner's mate, 4 landsmen.

[Third endorsement.]

Appoint them acting masters without pay.

Report of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, of injuries to U. S. S. Wyoming by grounding, transmitting report of commanding officer.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, September 6, 1861.

SIR: For the information of the Department I enclose herewith a copy of a letter received from Lieutenant F. K. Murray, while temporarily in command of the steamer *Wyoming*, dated Monterey, Upper California, August 18, 1861.

Lieutenant Murray sailed from this port in the *Wyoming* in July last, destined for service off the port of San Francisco, under instructions to call at La Paz (Lower California) with a view to enquiries in relation to supposed designs of the secessionists upon that province, as indicated in your letter of June 10, enclosing copies of communication from Thomas Sprague, esq., late U. S. commercial agent at La Paz, addressed to the Department of State, in reference to said designs against Lower California. From Lieutenant Murray's letter it will be seen that our citizens residing at La Paz were wholly ignorant, and seemed to have no apprehension of any such movement on the part of secessionists.

I greatly regret, sir, that the *Wyoming* should have been run upon a coral reef in leaving the harbor of La Paz, causing injuries which will necessarily require that vessel to be docked at San Francisco. As the *Wyoming* was under pilotage at the time, it is not probable that any censure can properly attach to Lieutenant Murray for this accident. For the information of the Bureau of Construction, etc., a copy of Lieutenant Murray's report will be duly forwarded to that bureau.

Intelligence received from commanders of the squadron and other reliable sources assure me of the present security of our commerce from interruption along the coasts of Central America, Mexico, and the Californias. Privateers have neither been seen nor heard of, and I have no reason to believe that any are fitting, or likely to be fitted out, along this line of coasts.

Lieutenant Shirley, executive officer of the *St. Mary's*, under date of August 7, reports the desertion of Boatswain Robinson of that ship at Mare Island on 22d of July last. Commander Middleton assumed the command August 8. I therefore respectfully request that a boatswain may be sent to the *St. Mary's;* also, a chaplain to supply the place of Chaplain Lewis (detached) on board of this ship.

I have great pleasure in reporting the general good health of our officers and crew, and those of the vessels of this squadron when last heard from.

I have the honor to be, sir, very respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM SLOOP WYOMING,
Monterey, Cal., August 18, 1861.

SIR: I respectfully report that we arrived here yesterday, having encountered strong northwest winds on the coast. Our coal gave out, and we anchored with but 2 tons on board. There is none to be obtained here, but I shall supply the ship with wood, and sail immediately for San Francisco.

We arrived at La Paz on the 25th ultimo, and remained there five days. Our Government has at present no consul or civil agent there. From the Americans residing in the city I learned that nothing had been heard of designs upon Lower California. I explored the bay and the harbors of the vicinity of La Paz, and found no suspicious vessels. Leaving the harbor, while in charge of the Government pilot, the ship was run on shore on coral rocks in a situation which would have placed her in great peril had one of the gales not unusual at this season arisen. Our efforts to get off, continued through the day and night, were unavailing, and in the morning the schooner *Adrianna*, of San Francisco, fortunately passing, I chartered her at $100 per day to aid us, and carried out, by her means, anchors and chains, and lightened the ship of everything but the coal and guns. At the expiration of the third day we succeeded in heaving the ship off. Part of her false keel floated to the surface after she struck, and our divers report injury to the copper. Beyond this she sustained no damage, the water being perfectly smooth. I shall recommend, on my arrival at San Francisco, that she be docked. The *Adrianna* carried passengers and was out of water and provisions. I supplied them and towed her to Cape San Lucas.

I touched at Magdalena Bay for water, and remained three days. There is, I am convinced, no harbor on the coast more likely to be resorted to than this by vessels having designs hostile to our commerce. I explored it and found nothing suspicious.

I shall forward a duplicate of this report, with copy of contract with the master of the *Adrianna*, upon our arrival at San Francisco.

I am, very respectfully, your obedient servant,

F. K. MURRAY,
Lieutenant, Commanding.

Flag-Officer J. B. MONTGOMERY,
Commanding U. S. Pacific Squadron,
U. S. Flagship Lancaster, Bay of Panama.

Letter from Midshipman Mahan, U. S. Navy, to Assistant Secretary of the Navy, suggesting a plan for capture of C. S. S. Sumter.

U. S. S. JAMES ADGER, *September 9, 1861.*

SIR: I hope you will overlook what may appear like youthful presumption in addressing you on the subject I wish to.

The ravages of the pirate *Sumter* have reached a pitch that, if long continued, will cast an undeserved stigma upon the Navy. Her speed, on the cruising ground she has chosen, will always enable her to obtain the twenty-four hours shelter granted by neutral powers, and thus a chance of escape by night, which can only be prevented by surrounding her with a chain of vessels more numerous than our small Navy and extended blockaded coast can at present allow us to devote to this object.

Can she not be decoyed under fire, or even boarded? A steamer can not do this, for the smallness of the steam mercantile marine would of itself render her liable to suspicion. I have thought that a sailing vessel, as one of the lately confiscated rebel vessels, might be equipped with a heavy pivot gun and a light house built over it, such as are often seen in merchant ships, and which could not excite suspicion. Broadside guns requiring ports would be incompatible with the end in view.

Man the ship with a hundred men, more if necessary. Will there not be a probability of the steamer approaching confidently—if to leeward, within a distance to render boarding practicable; if to windward, so as possibly to be disabled or sunk with your heavy gun?

Elaboration of detail would be misplaced here, and I shall not attempt it. I am aware that the disadvantages a sailing vessel labors under are great, and my idea may appear rash or even harebrained. But suppose it fail, what is lost? A useless ship, a midshipman, and a hundred men. If it succeed, apart from the importance of the capture, look at the prestige such an affair would give the service. Finally, if this is so fortunate as to meet your approval and that of the honorable Secretary, and you should not wish to risk a better man, I beg to offer myself to lead the enterprise.

I am, sir, very respectfully, your obedient servant,

ALFRED T. MAHAN,
Midshipman, U. S. Navy.

Captain G. V. FOX,
Assistant Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, of intended departure from Panama for Mexico.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, September 13, 1861.

SIR: In accordance with the requirement of the Department, I have the honor to inform you that upon the relief of our present crew, upon the arrival of the *Cyane*, Commander Bissell, at this port, I shall proceed with the *Lancaster* to the coasts of Mexico and California to look out for our interests in that quarter.

Affairs on the isthmus remain quiet, with every prospect of continued tranquillity.

I have the honor to be, sir, very respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Secretary of State to Secretary of the Navy, with enclosure from U. S. consul, regarding C. S. S. Sumter and other vessels.

DEPARTMENT OF STATE,
Washington, September 13, 1861.

SIR: I have the honor to transmit herewith, for your information, a copy of a dispatch, received this morning from the U. S. consul at Curaçao, respecting the movements of the *Sumter* and of other vessels, one of which is supposed to have been a privateer.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. CONSULATE,
Curaçao, August 26, 1861.

SIR: I have the honor [to inform] you that on the 15th instant the U. S. S. *Keystone State*, G. H. Scott commander, passed before this port bound to the westward. The pilot boarded her, and the commander stated to him that being in a great hurry he could lose no time in entering the port; he inquired from him about the *Sumter*, but finding she was not here, proceeded immediately. She was last from St. Thomas. I have no further information regarding the whereabouts of the *Sumter;* she was not seen nor reported since the 2d instant, and I hope she is by this time in the hands of our Government.

The bark *Venus* arrived from New York on the 19th instant, and reports having been chased on or about the edge of the Gulf Stream by a brig which he supposed to be a privateer. The captain says that he was chased for three days, but his vessel being very fast she could not come up with him. Fearing privateers on the coast, the captain has sold his vessel at this port and returns under the Dutch flag, and I am of opinion that all regular vessels trading between this and New York will do the same.

I have the honor to be, sir, your obedient servant.

MOSES JESURUN,
U. S. Consul.

Hon. W. H. SEWARD,
Secretary of State, Washington.

Report of Commander Brasher, U. S. Navy, commanding U. S. brig Bainbridge, of affairs at Aspinwall, and rumors regarding C. S. S. Sumter.

U. S. BRIG BAINBRIDGE,
Aspinwall, New Granada, September 15, 1861.

SIR: I have the honor to acknowledge the receipt of your order of August 28, directing convoy of the steamers out of port. Such offers, I am happy to say, have always been made them. On the sailing of the last steamer we accompanied her to sea, after which I ran to Porto [Puerto] Bello and anchored, returning the next day to Aspinwall.

Loose rumors had said a rebel vessel, the *Sumter*, was there. Not finding her there, the local magistrate affirming that no such vessel had been there, I must conclude that she had not; but the reconnoitering officer, the first lieutenant, is of opinion that she may have been there. As a strategic point, that port and neighboring coast should invite an enemy in wait to attack this point, or a California steamer on her departure from Aspinwall. It is considered by some that such method would be more to an enemy's interest than most any other.

I am loosely informed that it may be the design of quasi passengers to embark in the steamer with intent to capture her by some sudden strategy prearranged. I am not able to find any confirmation at all myself of any such combination. For my own part I know that such an idea has always been in view and acted on by the officers of the steamships with every care, as far as their own scrutiny extends over the passengers. I deem it my duty to make the above representation, at the same time to state that for my own part I do not judge the risk

of such an occurrence to be at all greater or in any way different at present than hitherto.

Commander Carpender, of the *Falmouth*, storeship, lies quite sick of a repeated attack of the country fever. That ship, with her supplies and stores, is thus without any officer on duty, the two young clerks being in no wise qualified to defend the ship in case of attack or administer the police of the vessel and crew. Moreover, the season is approaching when the experience of an able seaman should attend to her security at her anchors. I presume our many enemies in this region disseminate (as they speak) their ideas of a wish to burn the *Falmouth* and assault the brig when they may deem such trial expedient.

Of the political changes going on in this country and their great prejudice, perhaps entire loss of terms to the railroad, I presume you are thoroughly informed by the civil agents.

Should Captain Carpender die, I will assume command of the *Falmouth* myself and appoint the harbor master as acting master *pro tempore*.

* * * * * * *

Very respectfully, your obedient servant,

T. M. Brasher,
Commanding U. S. Brig Bainbridge.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, of cruise in search of C. S. S. Sumter.

U. S. S. Iroquois,
Bridgetown, Barbados, West Indies, September 23, 1861.

Sir: As an opportunity has just offered direct for the United States, by the departure to-morrow of the U. S. S. *Mystic*, I think it well to apprise the Government of the little news I have been able to gather thus far respecting the pirate steamer *Sumter*.

I reached the Island of St. Thomas after a passage of six and a half days from Hampton Roads. Here I found the *Keystone State* coaling, and, as this port is the focus of all West Indian news, I learned of the *Sumter's* whereabouts as late as the 4th of September. On that day she left Surinam, saying that she would return to coal in a fortnight, but of course this was a ruse. The *Powhatan* had left St. Thomas, as it was said, for Surinam, several days before my arrival; she consequently would be at that port at the time of the *Sumter's* supposed return. Commander Scott and myself then decided that he would leave for the coast of Guiana, as he might be able to go up the river where the *Powhatan* could not, whilst I took down the Caribbean group, looking in at the ports of the different islands where coal was to be had, thinking the *Sumter*, driven from the mainland by the presence of these two ships, might come over to replenish her coal among her friends, the English. This she had done previously at Trinidad, where not only coal was furnished her, but everything in the way of an outfit, even to powder.

Since leaving St. Thomas I have looked into Santa Cruz, St. Kitts, Guadeloupe, Martinique, both at the ports of St. Pierre and Fort Royal, communicating with the consuls, and arrived here this morning. To-morrow I shall leave for Grenada and Trinidad; at the latter port

I expect to meet the *Keystone State*, by which time she will have to coal, and I trust will have some news of the *Sumter*.

The consul at this port, rather to my surprise, informed me that the *Powhatan* had been here some ten days since, stopping only a few hours, and leaving word that she would return here to coal in a fortnight. I can not but observe that the sympathy of the West Indies is with the Southern cause, and that the French and English governors interpret the proclamations of their governments as to perfect neutrality into a determination to treat both the *Sumter* and ourselves as vessels belonging to equally legal belligerent powers. The French, it is said, would refuse coal to either, and the English grant to both. I have not, as yet, had occasion to make this issue, thinking it better taste to avoid the argument so long as I can obtain coal from private parties.

I find it will be impossible for me to return by the 5th of October, if I am to assist in anything like a search. Should I upon my arrival at Trinidad hear nothing more of the *Sumter*, I shall conclude, as has been suggested by several individuals, that she has left the West Indies altogether and gone to the Brazils, in which case I shall return immediately to Hampton Roads, but can not expect to be there before the middle of October.

As to the *McRae*, I have heard nothing of her. She is commanded by a former first lieutenant of mine (Huger), who was with me in the Mediterranean; my own idea is that she has gone direct to that station.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

SEPTEMBER 25, 1861.

P. S.—Learning that two mail steamers arrive to-day, one from Demerara, the other from Trinidad, I decided to await their intelligence, as it might alter my intended cruise. In the meanwhile, a vessel arrived yesterday from Demerara, saying the *Powhatan* was off the light-ship of that port about a week since, and sailed N. E.; nothing heard of the *Sumter* since leaving Surinam on the 4th, when she was seen steering N. E., which is in the direction of the Windward Islands.

I shall leave this port probably to-night; the *Mystic* sails to-day at noon, direct for Philadelphia. [J. S. P.]

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, of cruise in search of C. S. S. Sumter, inclosing correspondence with the governor of Maranham.

U. S. S. POWHATAN,
Maranham, Coast of Brazil, September 24, 1861.

SIR: I have the honor to address you from this place, where I am in search of the *Sumter*, privateer. I have chased her from point to point, and have gained on her at every place, though in the absence of information on the subject I had to speculate on the course she would likely pursue. She last left Surinam (Dutch Guiana), where I looked in, housed her pipe, and steered to the N. W. under sail; for which reason I sailed to the S. E., presuming that she was trying to deceive. I regret to say that we arrived here five days only after she had taken her departure, every facility having been offered her by the Government here to get away; three days before I entered the port she was cruising off the harbor in hopes of capturing a New York brig (the *Maria*),

which vessel entered with me and escaped. I can form no idea where the *Sumter* is at this time, but think she is off Cape St. Roque. I will follow her as long as my engine will hold together, and if I do not follow her, my visit here will enable me to remove the evil impressions circulated here or elsewhere by the officers of the *Sumter*. The course of the governor of Maranham has been very singular. He was really anxious to supply the *Sumter* with coal, though he was not so anxious that this ship should obtain a supply. With a smaller vessel I would have caught the *Sumter* ten days ago, for while I have to take in 700 tons of coal, she only takes 100, and makes about the same speed this ship does. In consequence of the course pursued by the governor of this place I communicated with him on the subject, and inclose a copy of my correspondence. I would recommend that one of our best propeller gunboats be sent on the great circle track to Rio de Janeiro with at least days' coal on board. It is the intention of the commander of the *Sumter* to put himself on the track of East India homeward-bound vessels, to burn, sink, and destroy; he has taken no prizes since the capture of the *Abby Bradford*, and, as her machinery is rather defective, the *Sumter* can not make very good speed, and can be captured if chased up. They have not the faintest idea that we have been so close upon them, but are cruising in perfect security, under the impression that they have thrown everything off the track. I am patching my machinery to follow her if I can gain the slightest clue to her movements, but I regret to say that so many secessionists are in this place who have combined together to deceive me that I am rather at fault. The *Sumter* got ashore coming in here, lost her false keel, and leaks badly. She remained here ten days and left with 15 of her crew in irons. She has now only 106 men, all told. If I can not get the necessary supplies of coal here in time I shall have to return to Pensacola, as I could not make headway against the strong N. E. winds without a full supply.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

U. S. STEAM FRIGATE POWHATAN,
Maranham, September 23, 1861.

EXCELLENCY: I arrived at your port yesterday in pursuit of a vessel called the *Sumter*, fitted out in the States that have placed themselves in opposition to the U. S. Government, which vessel has committed serious depredations on vessels carrying the American flag.

I regret to hear that, by a decision of your Excellency, she was allowed to receive a supply of coal, which is contraband of war, owing to which circumstance she will be enabled to do still further harm to the commerce of my country. As the damage has been done it may seem like an act of supererogation on my part to put myself in communication with you; but understanding that the views of your Excellency are somewhat opposed to those of your counselors and that you consider that you are acting the part of a neutral in placing the ships of the United States and a privateer on the same footing, I deem it my duty to endeavor to remove the false impression you are laboring under, in case the above-named vessel, or one similarly appointed, should enter your port again for the purpose of making this a point

from which to direct their attacks against the commerce of the United States.

If every neutral power should come to the conclusion to supply privateers or armed vessels of any kind with munitions of war (which coal is) there would be an end in a short time to all the property of our merchants; but fortunately there are but few cases in which the *Sumter* has been treated with the distinguished consideration shown to her at your port and by your Excellency's approbation. The governor of Cienfuegos, in Cuba, ordered her to leave the outside anchorage, and would not permit her to enter the port. He also held and delivered to the United States authorities seven prizes which the *Sumter* had taken into Cienfuegos to dispose of.

The captain-general of Cuba issued an order that no vessel belonging or claiming to belong to the so-called Southern Confederacy should be allowed to enter Spanish ports under any circumstances. The governor of Curaçao only allowed the *Sumter* to enter because she was in distress, having carried away a mast, but he has forbidden his harbormaster or chief pilot to take any vessel bearing a flag like the *Sumter* into that port again. The governor in Trinidad permitted the *Sumter* to get coal at his port, much to the mortification of many citizens, who have a lively perception of what is right or wrong in such matters and also see, in the continuance of the custom to supply those depredating vessels with the means to annoy, a certain diminution of that commerce to much of which they owe their property and many of the comforts of life.

In the decision of the governor of Trinidad may be seen the reflex of that policy which actuates every Englishman where the prosperity of the United States is brought in question. We are not surprised at anything emanating from English consuls, but when we see nations who have no interests conflicting with ours taking the lead in a matter intended to despoil us, there is something more than surprise to be felt by all those interested.

It strikes me that it opens a question of indemnity which no right-minded nation would refuse to make, nor without which would a nation that guards the rights of its citizens be satisfied.

At Surinam, the governor ordered the *Sumter* to sea in twenty-four hours; but the captain set him at defiance and refused to go, and as he had not the means to make him do so, he was obliged to yield finally to his demands and gave him the coals to get rid of him. Had he detained him a few days longer your Excellency would have been saved the reading of this communication, as every nation has, by a law of nature, a right to relieve herself the best way she can of what may be considered a most serious annoyance to her rights and interests.

The governor of Surinam dismissed the pilot from office who took the *Sumter* to sea and forbade any of them from bringing a vessel bearing that flag into Surinam again. The governor of Cayenne did not hesitate a moment in the course he was to pursue, but would not let the *Sumter* enter that port under any terms whatever, although she had no coal and was obliged to sail under canvas, which she is perfectly capable of doing, to Surinam.

Thus, your Excellency will see that the aims and object of that vessel, (professing to be a ship of war) are held in bad repute at all the places where she has visited, and I am convinced that it only needs a proper understanding of the matter on the part of those in authority to break up the despicable system of piracy against United States commerce, a system which the United States would not allow to be carried on from

her ports against a nation with whom she was in profound peace and friendship, any more than she would submit patiently to a rule of action entirely new in principle which a few foreign governments have thought fit to set up for themselves, a principle void of justice and not at all in harmony with the international laws which nations, by common consent, determined hitherto to be governed by.

Did the U. S. Government quietly allow the matter to proceed and become a precedent, nations might naturally suppose that she acquiesced in the rules laid down by certain parties for her injury, but your Excellency must understand that the undersigned, in behalf of his Government, protests in the strongest terms against the acknowledgment of those privateers as bona-fide ships of war. They can not be so considered unless your Excellency's Government is prepared to acknowledge the existence of an independent government in the so-called Confederate States, and have determined to renounce all belief in the capacity of the lawful Government of the United States to reconcile the existing difficulties which have been brought about by a defeated political party, contrary to the wishes of a very large majority of the people.

Your Excellency's Government would do much less harm to our commerce by supplying those vessels with powder and arms than with coal, for the former they would not likely have an opportunity to use, while the latter is the motive power which enables them to go about from place to place, inflicting a positive injury on innocent persons and paralyzing a large mercantile community.

If the United States and any other nation having treaties with Brazil were at actual war with each other, I aver that it would be an infraction of such treaty and contrary to the law of nations to furnish one party with the means of inflicting an injury on the other, and so I think the United States will look upon it.

Though the past can not be undone, and the commerce of the United States must suffer for a time from the depredations encouraged by foreign aid, yet I trust your Excellency will consider the injury that has been done on the mistake that has been made as regards the *Sumter*, and avoid it as far as lies in your power in case that vessel should come here again, or any others of like character. She can not require coal if her mission is a peaceful one, for she has all the qualifications of a first-class sailing vessel, and can without difficulty reach any port she may desire to go to under sail alone. A knowledge of that fact will relieve your Excellency from any odium that might be attached to you for not succoring a vessel in distress. That is the ground upon which those of the *Sumter* found their claims for supplies—the distress resulting from the fact that without coal they could not burn, sink, and destroy the merchant vessels of the United States.

I will merely state to your Excellency some of the acts of the *Sumter's* crew, and you can judge whether such an expedition is worthy [of] the patronage of a great empire like that of Brazil. She has captured seven vessels in the neutral waters of Spain, and some of them while she had the Government pilot on board; the property was also Spanish to some extent, although carried in American bottoms. She captured off Puerto Cabello one or two vessels with the property of English subjects on board; she burned wantonly a fine ship owned partly by foreigners; she will do the same whenever opportunity offers to the property of Brazil, if taken on board an American ship. She carried into an English port the crews of the captured vessels, and failing to induce them to join their nefarious enterprise, they were brought on deck and

told by the captain that he had only kept them to retaliate on them with hanging at the yardarm in case the Government had pursued stringent measures against the pirates who had already been captured by the United States vessels, constituting himself judge and executioner over the lives of American citizens, whom he might have hung from seeing some false reports in the newspapers. Then, destitute of everything, he landed them on shore in that English port to get to their homes as best they could.

I ask your Excellency, is the *Sumter* a worthy object of sympathy, after performing such acts, and are you prepared to recognize her anew, or others of the same kind, as regular ships of war? If so, your Excellency's harbor would soon be crowded with them, if the so-called Confederacy were not impotent to do any more harm in that way or get any more of their privateers to sea.

In making this, my protest, I have deemed it due to your Excellency to refer to matters which may be very uninteresting to you, but which are in no way meant to detract from the energy of my protest. I deem that you might not understand the true state of affairs, or what was the actual position of the *Sumter* and others of that kind in the estimation of the U. S. Government.

Having explained this to you to the best of my ability, I confidently expect that your Excellency will take that view of the case which befits the high position you hold and the Government you represent. As a proof that your Excellency can take this position in conformity with the views of your Government, I beg leave to inclose you an extract from the details in the Camera dos Srs. Deputados, where the Minister dos Negocios Estrangeros made the inclosed explanation, which clearly points out the intention of the Imperial Government to give no aid or assistance to armed vessels fitted out in the so-called Confederate States for the purpose of enabling them to prey upon American commerce.

I have the honor to remain, with high consideration, your Excellency's most obedient servant, etc.,

DAVID D. PORTER,
Commander U. S. S. Powhatan.

His Excellency the GOVERNOR OF MARANHAM.

Report of Captain Glynn, U. S. Navy, commanding U. S. S. Macedonian, of arrival at Aspinwall, New Granada.

U. S. SHIP MACEDONIAN,
Aspinwall, New Granada, September 24, 1861.

SIR: I arrived here with the *Macedonian* six days since. We came from Key West, north, about the Bahama Islands, and through the Crooked Island Passage, but saw nothing suspicious.

There has been no case of fever on board since the 15th instant. I will sail in a few hours for Porto Bello, to fill up with water and return here for further supplies of provisions, before proceeding upon the execution of your order of the 4th instant.

I am, very respectfully, your obedient servant,

JAMES GLYNN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, of cruise in search of C. S. S. Sumter, enclosing letter from U. S. consul at Paramaribo.

U. S. S. KEYSTONE STATE,
Aspinwall, New Granada, September 25, 1861.

SIR: I have the honor to report my departure from Key West, on the night of the 22d of August, and arrival at Alacran Harbor, coast of Yucatan, on the 31st. A boat was sent ashore, but no information was obtained of either the *Sumter* or her prizes. From thence I proceeded to the south side of Cuba, and made a careful search through the keys in the vicinity of the Isle of Pines [Isla de Pinos] and Cienfuegos, where it was believed the *Sumter* had sent prizes; none, however, were seen. During the search an open boat was found, with three seamen, one white and two negroes, in a destitute condition, without water or provisions. They reported themselves deserters from the American bark *Nazarine*, at Trinidad, Cuba. The boat was set adrift, being worthless, and the men taken on board—Michael Coughlin, white; Wallace Johnson and John Williams, negroes. Williams died the day after; the other two are efficient, and I have deemed it best to ship them, as we are short of men.

From the Keys the course was continued to Grand Cayman, where, on ascertaining no vessel had been for several months, I proceeded to the southward, and on communicating at Curaçao on the 8th, without entering the harbor, information was received that the *Powhatan* sailed from that place six days previous for St. Thomas to coal. I consequently, after touching at Puerto Cabello and gaining no information of the *Sumter*, proceeded direct to St. Thomas for coal, hoping also to find the *Powhatan*, but she had unfortunately sailed four days before my arrival, the 11th. On the 13th the *Iroquois* arrived, and on ascertaining from Captain Palmer that he would touch at the principal Windward Islands, I sailed, running down the west side of the group, passing between St. Lucia and St. Vincent, and thence to Surinam, where it was again hoped to find Commander Porter. On my arrival at the mouth of the river, on the 18th, the enclosed letter from the consul was received, and I continued on to Paramaribo. The consul made a strong and very proper protest to the governor against allowing the *Sumter* coal and other supplies. Commander Porter also addressed him on the subject; I therefore deemed it unnecessary to either visit or address him. On leaving the harbor we were saluted from the fort by lowering their flag, which was returned.

The *Sumter*, it is said, endeavored to procure coal at Demerara and Cayenne and was refused. I am pleased to state that the coal merchants at Paramaribo declined to furnish Captain Semmes coal, and it was finally furnished by Mr. Wright, a Scotchman, from a sugar estate. The *Sumter* has no doubt gone to the southward and eastward to intercept the homeward-bound East India and California vessels. Captain Semmes is aware that several vessels are in search of him, and, I think, will not again make his appearance in the West Indies. I learned from the keeper of the light-ship off Surinam that the *Sumter* on leaving the river lowered her smokestack, closed all her ports, and had the appearance only of a merchantman; she is bark rigged, and painted black. Most of her prizes have been taken under the English flag, and several have been decoyed by hoisting the American flag Union down. I think it would be well to make this known to the mercantile marine generally. Deeming it impracticable to continue

the search further to the southward, as this ship is dependent on steam alone, and there being no certainty of procuring coal, I sailed on the morning of the 19th from Paramaribo for Aspinwall, to coal and repair the windlass, which was broken and rendered useless on leaving St. Thomas. The *Abby Bradford*, captured off Puerto Cabello in July, is the last prize taken by the *Sumter*. Two of her men deserted the day she sailed, and the crew generally were in a disorganized state. In accordance with the inclosed communication from the consul, the seamen therein mentioned were taken on board this ship and will be sent home by the first public conveyance. It is much regretted that no instructions are received in regard to the destination of this ship, as requested by my letter of August 26. I am still in doubt as to the wishes of the Department, and after coaling shall sail for Key West: in case no advices are had from the Department at that point, shall proceed to Fort Pickens and report to the flag-officer. The Department I beg will excuse all defects in this communication, as I write under great mental suffering.

I have the honor to be, very respectfully, your obedient servant,

G. H. SCOTT,
[*Commander.*]

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

UNITED STATES CONSULATE,
Port of Paramaribo, September 16, 1861.

SIR: I beg to inform you that the piratical steamer *Sumter* arrived at this port on the 19th of August and left the 31st, after having been allowed to coal and refit, much to my regret and the shame of this Government. I used all possible means to prevent her obtaining coal, and begged the governor in the name of the United States not to allow any of the inhabitants to supply her, but he and the other authorities recognized her as a commissioned man-of-war of the Confederate States, and she refitted and coaled, as before stated.

The U. S. S. *Powhatan* arrived at the light-ship on the 14th, and left the same day for the Brazils in pursuit of the *Sumter*. The commander and officers have been so well received here, it is my opinion that she will return if in want of coal; in fact, the commander (Semmes) stated that he should probably return in six weeks. I hope it may please you to come up to town (providing you do not draw more than 18 feet water), as it would have a most salutary effect upon the authorities, who are laboring under an hallucination regarding these piratical cruisers.

Twenty of the crew deserted and were left behind. They have 64, all told, only.

Be on your guard with a pilot named Ballin; do not by any means take him; all the others I can recommend. Please acknowledge the receipt of this.

I am, your most obedient servant,

HENRY SAWYER,
U. S. Consul.

COMMANDER OF THE U. S. S. MASSACHUSETTS,
Or any other U. S. Man-of-War at the Light-Ship, Surinam.

Letter from David M. Stone, esq., to Secretary of the Navy, forwarding information of affairs in the Bermuda Islands.

OFFICE OF THE JOURNAL OF COMMERCE,
New York, September 25, 1861.

DEAR SIR: I take the liberty to inclose to you an extract from a private letter of a well-known and very respectable citizen, just received by the steamer:

ST. GEORGE, BERMUDA ISLANDS,
September 12, 1861.

A privateer, brigantine, is off this island awaiting us, it is thought. She has been standing off and on for a week. It is really surprising that the Government takes no notice of a place like this, which swarms with secessionists. If the brigantine in question encounters us, we confidently expect to sink her.

There have been no arrivals of British men-of-war at this place for some weeks. Halifax seems to be the grand rendezvous.

I thought it possible that the above might be of interest, as it is very late and appeared to be important.

I have the honor to be, your very obedient servant,

DAVID M. STONE,
One of the New Proprietors, Journal of Commerce.

Hon. GIDEON WELLES,
Secretary Navy, etc.

Letter from U. S. vice-consul-general at Havana to senior officer at Key West, Fla., regarding movements of C. S. S. Sumter and other vessels.

U. S. CONSULATE-GENERAL,
Havana, September 26, 1861.

SIR: A letter from the U. S. consul at Paramaribo, dated 4th instant, recently received, advised me that the rebel steamer *Sumter* was supplied with provisions and coal at that place, by permission of the authorities of that colony, and sailed on the 31st of August. Two men of the crew deserted her and reported to the consul the important [fact] that her engines can not be run but a few hours, owing to their heating, and if any of our vessels should be in chase, she must keep after the *Sumter* with the certainty of running her [down] in a few hours. She was expected to return to Paramaribo in a couple of weeks. The consul further says, at the last moment, that he had just received the information that the *Sumter*, when a few miles outside, took down her smoke pipe and completely changed her rig, so as to give her the appearance of a common merchantman. The *Bamberg*, of New Orleans, is now discharging her cargo at the wharf here, a portion of which counts [consists] of arms and other warlike articles; these are to be deposited in the Government stores, by order of the captain-general.

I am, sir, respectfully, your obedient servant,

THOS. SAVAGE,
Vice-Consul-General.

SENIOR OFFICER OF THE U. S. NAVY,
Commanding at Key West.

N. B.—The *Ezilda* finally went in command of Emmerson, who was mate of the prize crew that took the *Jos. Maxwell* into Cienfuegos.

Hicks, the *Sumter's* midshipman, and two other Southerners, formerly of the U. S. Navy, went as passengers on the *Ezilda*.

N. B.—The schooner *Prince of Wales*, Captain Swasey, under British colors, arrived here to-day from Beaufort, N. C.

THOS. SAVAGE,
Vice-Consul-General.

Report of Flag-Officer Inman, U. S. Navy, commanding U. S. African Squadron, of arrival at Portsmouth, N. H., requesting orders to strike his flag.

U. S. FLAGSHIP CONSTELLATION,
Portsmouth, N. H., September 28, 1861.

SIR: I have the honor to report the arrival to-day at Portsmouth, N. H., of the flagship *Constellation*, Captain Thomas A. Dornin. All well.

I respectfully request orders to strike my flag, and to be granted leave of absence for six months, my health having been impaired during my recent service. My residence will be at Philadelphia, Pa.

I am, very respectfully, your obedient servant,

WM. INMAN,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to the Secretary of State relative to letters of marque and reprisal.

NAVY DEPARTMENT, *October 1, 1861.*

SIR: In relation to the communication of R. B. Forbes, esq., a copy of which was sent by you to this Department on the 16th ultimo, inquiring whether letters of marque can not be furnished for the propeller *Pembroke*, which is about to be dispatched to China, I have the honor to state that it appears to me there are objections to, and no authority for, granting letters of marque in the present contest. I am not aware that Congress, which has the exclusive power of granting letters of marque and reprisal, has authorized such letters to be issued against the insurgents, and were there such authorization I am not prepared to advise its exercise, because it would, in my view, be a recognition of the assumption of the insurgents that they are a distinct and independent nationality. Under the act of August 5, 1861, "Supplementary to an act entitled an act to protect the commerce of the United States and to punish the crime of piracy," the President is authorized to instruct the commanders of "armed vessels sailing under the authority of any letters of marque and reprisal granted by the Congress of the United States, or the commanders of any other suitable vessels, to subdue, seize, take, and, if on the high seas, to send into any port of the United States any vessels or boats built, purchased, fitted out, or held, etc." This allusion to letters of marque does not authorize such letters to be issued, nor do I find any other act containing such authorization.

But the same act in the second section, as above quoted, gives the President power to authorize "the commanders of any suitable vessels to subdue, seize, etc." Under this clause letters permissive, under proper restrictions and guards against abuse, might be granted to the propeller *Pembroke* so as to meet the views expressed by Mr. Forbes. This would seem to be lawful, and perhaps not liable to the objections of granting letters of marque against our own citizens, and that, too, without law or authority from the only constituted power that can grant it.

* * * * * * *

I am, very respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Hon. WM. H. SEWARD,
Secretary of State.

Order from the Secretary of the Navy to Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. brig Wm. G. Anderson, to proceed to sea under sealed orders.

NAVY DEPARTMENT, *October 3, 1861.*

SIR: The moment the bark *Wm. G. Anderson*, under your command, is in all respects ready for a cruise, you will proceed with her to sea. Transmitted herewith are sealed instructions, addressed to you by the Department, which you will not open until the *Wm. G. Anderson* is at sea.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Volunteer Lieutenant WM. [C.] ROGERS,
Commanding U. S. Bark Wm. G. Anderson, Boston.

[Enclosure.]

NAVY DEPARTMENT, *October 3, 1861.*

SIR: Proceed with the *Wm. G. Anderson*, under your command, to the neighborhood of Bermuda, where it is reported a rebel pirate is cruising. After satisfying yourself that such is not the case, you will take the track of vessels bound to the West Indies, going as far east as the Leeward Islands, and cruise until it is necessary for you to return to Boston for stores, not going into port, unless it becomes actually necessary, during the cruise. You will exercise your crew at the great guns and occasionally with shot and shell. Your object is to capture or destroy the vessels of the rebels and protect legitimate commerce of your own flag. In the examination of vessels at sea regard the rights of neutrals. Whenever an opportunity presents itself, send an abstract of your cruise to the Department. You will touch at St. Thomas for information regarding pirates.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Volunteer Lieutenant WM. [C.] ROGERS,
Commanding U. S. Bark Wm. G. Anderson, Boston, Mass.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, proposing plan for protection of American commerce in West Indies.

U. S. SHIP MACEDONIAN,
Aspinwall, New Grenada, October 4, 1861.

SIR: I deem it necessary to notice a report in very general circulation here that seems to excite a good deal of attention, in anticipation of its being carried to the United States and there retailed by the passengers and others of the mail steamer that leaves here to-morrow.

It is believed by many that a suspicious steamer has been hovering off this coast three days in succession, within the last two weeks; and as this ship was at that particular time on a passage to Porto Bello, or at anchor in that port, it has in some cases been added that the mysterious stranger was seen to pass close under our stern while under way; and by others that the fact of her being on the coast was reported to me in Porto Bello, and that I took no notice of the information. On our return to this place part of the report was of course refuted, but the rest has been retained. I yesterday took up the subject and investigated it to my entire satisfaction.

It is known, certainly to all in this community, that a regular British mail steamer arrived here from St. Thomas on a Sunday; on Monday the U. S. mail steamer left for New York, and on Tuesday morning H. B. M. steamer *Landrail* sailed a few hours before me. We saw her during our passage to Porto Bello far to the eastward and close in with the land. Thus has the sailing of three different steamers been brought together to make up this exciting story. It shows the temper of the times and the place, and may suggest a solution to some other mystery of a similar kind.

I have recently been called to reflect upon the general subject of the danger to American commerce in the West Indies from hostile cruisers and the best means of protecting it. There is a growing impression among the floating population wherever I have been within the last six months that Spain will soon open, if she has not already opened, her ports in the West Indies to the secession cruisers; and that England, and perhaps France, will do the same thing in a short time after Spain. Should either of these powers adopt such a course it would let loose upon our shipping all the desperadoes, not only from around the shores of tropical America, but from all the world, to a great degree. And as prevention is better than cure, I would suggest that the Government of the United States set a few active steamers to making the circuit of the West Indies, in rapid succession, without delay, and that they be kept going without cessation. A cruiser like the *Keystone State*, possessing great speed as the first requisite, and with sufficient force to dominate over any hostile cruiser known to be at sea, is all that would be required in any one of the West India squadron.

Such a vessel could coal and provision at this place, for supposition, and could run to Key West, looking into all suspicious places on her route. From Key West she could run to St. Thomas in the same way, and from St. Thomas round by and through all the Windward Islands to this place again. There should be a number of such vessels following each other in as rapid succession as might appear necessary and varying their routes as circumstances should suggest. The officer directing their movements would probably find it desirable to remain much of his time in the harbor of St. Thomas, or near there, where he would find the common center of nearly all the different lines of steam-

ers and of sailing packets running to and from the islands and the Main. Whatever in the shape of a cruiser had touched on one of these lines, the information would be conveyed to him as certainly as would the presence of a fly on a distant part of a spider's web be conveyed to the spider in the center. St. Thomas, too, has no less than three different indirect routes of communication with the United States, namely, by this place, Havana, and by Europe, and probably some other more direct.

I would consider it of the utmost importance that this arrangement should be put into operation before the cruisers of the enemy are at sea, that the floating population of the world might be intimidated from entering upon any organization for privateering which, if once effected, might be persevered in from a necessity and a feeling of desperation.

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I am, very respectfully, your obedient servant,

JAMES GLYNN, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Messrs. J. M. Forbes & Co. to Secretary of the Navy relative to measures for protection of American commerce in China.

BOSTON, *October 7, 1861.*

SIR: Your favor of 1st is received upon the subject of letters of marque in China.

The mere power to seize pirates will be of little practical value to the cautious and responsible owners of steamers and valuable ships now in China, for they could only stop and search suspected vessels at their peril, and with danger of interference from foreign cruisers. To be useful they must have powers of no doubtful character. If it be decided not to grant letters of marque, let us suggest that authority be given to our minister to charter any vessels he may deem expedient at not over $125 per month each (the pay of an acting lieutenant), and to give a commission to the commanders thereof, taking care to select only discreet, capable men, who shall be paid and maintained by the owners and shall follow their instructions in the ordinary course of their voyages, but shall also have orders from the minister to overhaul and search suspicious vessels and to capture pirates or vessels sailing without papers from [illegible] friendly power. As part of the charter the owners should have the benefit of any prize money or salvage from recaptures except such as by custom or contract belong to the officers and crew, and the Government should in express terms be free from any claim for the use or expenses of the vessels beyond the $125 per month. If by chance one of our Southern pirates should have gone to the China seas, this plan might save the expense of sending out a fleet, which would probably arrive there after immense mischief had been done to the rich commerce of our citizens and when the robbers had gone elsewhere. Of course the minister would be instructed not to use the authority intrusted to him unless he saw good cause for it on the spot.

Respectfully, your obedient servants,

J. M. FORBES & CO.

Hon. GIDEON WELLES,
Secretary of the Navy, etc.

N. B.—The newspapers state that something of the sort suggested has been done by putting an officer and men on board the Cuban and

California steamers, but unless the vessels are actually chartered and thus in the employ of our Government difficulties might arise as to the right of search or otherwise using the power of ships of war.

J. M. F. & Co.

Order from Secretary of the Navy to Captain Glynn, U. S. Navy, commanding U. S. sloop Macedonian, to proceed to Boston, Mass.

NAVY DEPARTMENT, *October 9, 1861.*

SIR: On the receipt hereof you will proceed with the U. S. sloop *Macedonian* under your command to the navy yard at Boston.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain JAMES GLYNN,
Commanding U. S. Sloop Macedonian, St. Thomas, West Indies.

Report of Lieutenant Porter, U. S. Navy, commanding U. S. S. Powhatan, of cruise in search of C. S. S. Sumter, enclosing detailed report of cruise.

U. S. S. POWHATAN,
St. Thomas, October 10, 1861.

SIR: I have the honor to report my arrival at this port on my way to Pensacola, last from Maranham, on the coast of Brazil. I regret to say I did not catch the *Sumter*, though I came so close to her that I arrived in Maranham only three days after she had left the entrance of the port, where she had cruised three days, expecting to capture an American brig, the *Maria*, of New York, all facilities having been given by the Brazilian authorities to enable her to do so.

I wrote you from Maranham enclosing a copy of a correspondence I had with the governor on the subject. After coaling at Maranham and obtaining all the information about the *Sumter* to be had, I followed what I supposed to be her course, namely, down along the equator, in the track of homeward-bound vessels from India, the Pacific, and Brazil. Falling in with no vessels whatever from which I could obtain information, I kept in the track of vessels bound to the north.

For a better understanding of my movements since I sailed in pursuit of the *Sumter*, I respectfully enclose a copy of my report to Flag-Officer Mervine.

The *Sumter* is at one of two places—she either got around Cape St. Roque and went to the southward toward Rio de Janeiro, or she is now near the equator, between longitude 40° and 32° W.; likely the latter.

I was not in a condition as regards coal and provisions to cruise any time after her, and it would have been very unwise in me to try and get around Cape St. Roque against the strong trade winds in the present state of this ship. We could make nothing against the strong winds we encountered. Any ship making a knot more an hour than we did would have caught the *Sumter* at Surinam.

I have the honor to remain, very respectfully,

DAVID D. PORTER,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. S. POWHATAN, [*October, 1861.*]

SIR: In obedience to your order, I proceeded on the night of the 14th of August in search of the rebel steamer *Sumter*, lately escaped from New Orleans. On the 17th of August I arrived off Cape San Antonio, communicated with the American schooners *Myrover* and *E. Drummond*, of New York, Bremen bark *Cedar*, and a Spanish brig, from which vessels no intelligence was gained. I was much struck with the importance of keeping a ship of war at this point (Cape San Antonio), there being no less than six vessels in sight at one time, and two of them American.

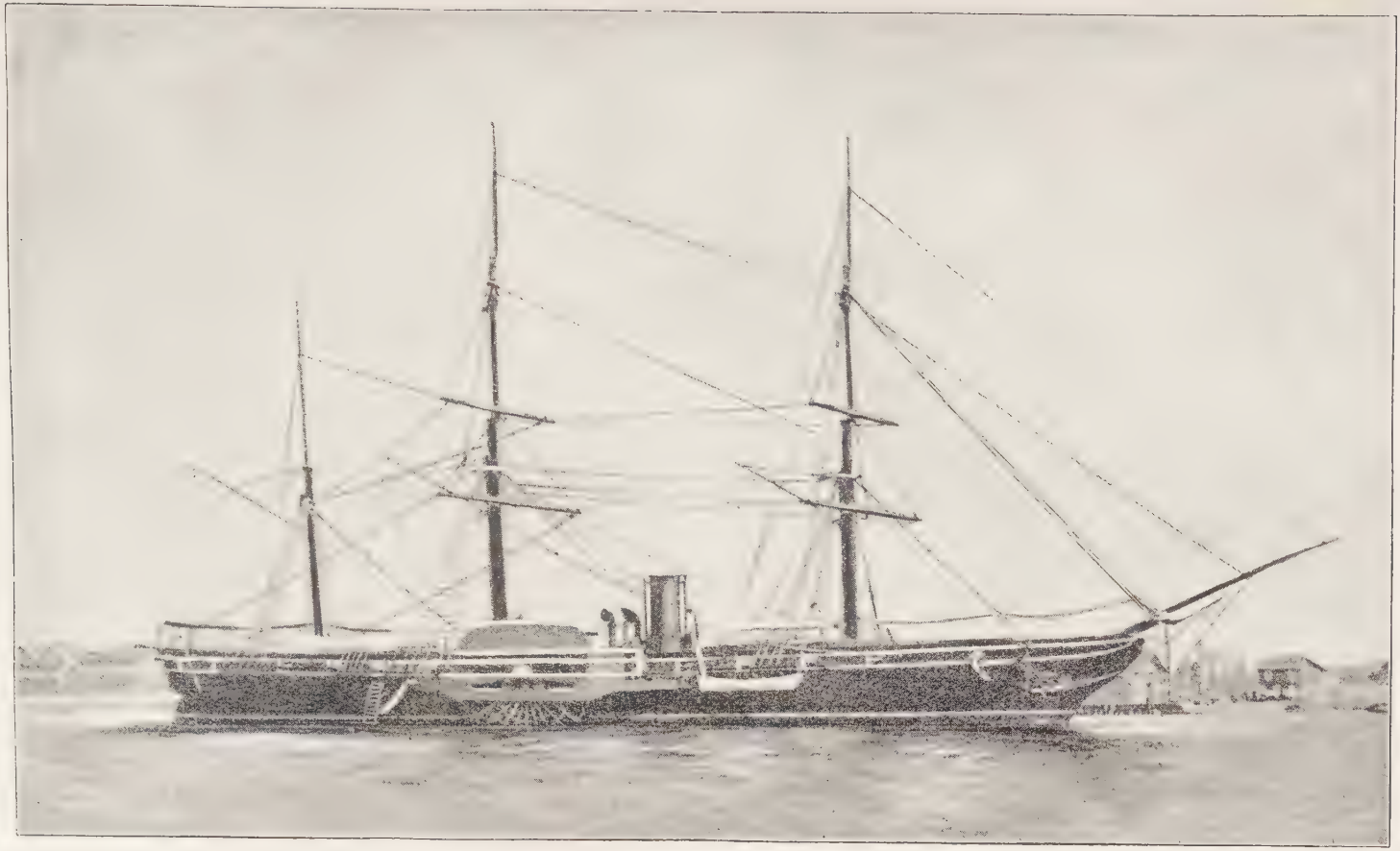
From Cape San Antonio I coasted up along as far as the eastern end of the Isle of Pines [Isla de Pinos], communicated with an American brig (the *Franklin*), whose captain informed me that a bark called the *Joseph Maxwell*, prize to the *Sumter*, had been taken into Cienfuegos a day or two before. In consequence I put the vessel's head toward Cienfuegos. I sent a boat in there with an officer, who returned with the following intelligence:

The bark *Joseph Maxwell* had been taken into Cienfuegos on the 7th of August by a prize master and crew, claiming that the *Joseph Maxwell* was a prize to the *Sumter*, captured off Puerto Cabello.

The governor of Cienfuegos ordered the prize master to leave the port with the vessel, which he did, and returned in a short time in an open boat with the prize crew, stating that the *Joseph Maxwell* had foundered outside, the impression being that they had scuttled her. It appears, however, that as the *Joseph Maxwell* was standing down the coast a small Spanish steamer hove in sight, which the prize master of the *Joseph Maxwell* mistaking for one of our vessels ran the prize on shore at the nearest point, and escaped in their boat. The Spanish steamer, on coming up and finding the bark uninjured, towed her off the reef and took her again into Cienfuegos.

The *Joseph Maxwell* was then delivered over officially to the American consul, who received her; but in a short time after an official of the governor appeared and stated that the Government officers had committed a great mistake; that by an old law of Spain a vessel stranded on a Spanish coast must be held by Government if gotten off, and that the cargo must be unladen and pay duties; he further stated that he should get into a deal of trouble if the vessel was retained by the consul, and begged that the *Joseph Maxwell* might be given up again to the Spanish authorities. Under this flimsy pretext, I regret to say that the American consul gave up the vessel again to the Spanish authorities, when it was very apparent that there was a system of collusion going on, intended to defraud the owners of their property, all in keeping with the unfriendly course of conduct shown by the authorities of Cienfuegos to the United States interests from the time the *Sumter* first appeared off the port. It remains to be seen how far the American consul is implicated in the transaction which took place there; he is very culpable for the easy manner in which he let the bark *Joseph Maxwell* slip out of his hands into those of the Spanish authorities.

Leaving Cienfuegos I coasted along toward Cay Breton and boarded two American vessels bound into Cienfuegos from Aspinwall. One of them, a smart sailing bark, obliged me to chase her 30 miles out of my course before I overtook her. From those vessels I obtained no reliable information, and determined to go into Jamaica for coal, which I did on the 21st August. Here I saluted the British flag with 21 guns,



UNITED STATES STEAMER POWHATAN.

which was returned by the same number. Various rumors were flying about at Jamaica relative to the movements of the *Sumter*, but none of them being reliable I determined to proceed to Curaçao; went in and anchored, found that the *Sumter* had been there and coaled, that she had left on the 24th July for parts unknown, and had since arrived at the island of Trinidad, where she had received all facilities for annoying American commerce.

The Price Current notified the public that the *Sumter* had passed the island of Margarita on the 5th August, steering west, and on the 14th the *Keystone State* passed Curaçao in search of the *Sumter*, in consequence of hearing that she had gone north; this, however, was a mistake, as the *Sumter* turned back on her course, and after sighting Barbados put into Surinam River on the 20th August.

I found while in Curaçao that the *Sumter* had been allowed to enter and enjoy the privileges of a vessel of war, though no official courtesies passed between the vessel and town. She received 100 tons of coal (all she could carry) and left for the eastward on the 22d July. Owing to the facilities extended to her at Curaçao she was enabled to capture the bark *Joseph Maxwell* and the schooner *Abby Bradford;* the latter recaptured by the *Powhatan.*

Hearing that it was the intention of the governor of Curaçao to allow so-called Confederate vessels assuming to be men-of-war to enter and receive supplies, I addressed him the enclosed letters A and B, and received in reply the copies C and D, which explain the grounds of my protest and the governor's reply thereto.*

On the 2d September I sailed from Curaçao for St. Thomas, that being the most likely place to obtain news. I boarded vessels on my way up from La Guayra and ascertained that the *Sumter* had not been heard of for some time on that coast. On the 4th September I entered the port of St. Thomas, saluted the Danish flag, and took in 340 tons of coal.

A schooner direct from Berbice (to the eastward of Demerara) brought intelligence that the *Sumter* was in Surinam on the 4th September, without coal or provisions, and that a schooner freighted by Captain Semmes and sent to Demerara for coal had been seized by the British authorities. I lost no time in getting to sea, and on the morning of the 7th September was steering for Surinam. I steered close in to the island of St. Croix, and showed our colors as we passed the town of Frederichstæd.

On the 9th September passed the island of Martinique, looked into the harbor of Port Royal, and showed our flag.

At 12 o'clock meridian, on the 10th, entered the harbor of Bridgetown, island of Barbados, saluted the British flag, and sent a boat on shore to communicate with the American consul. I did not anchor at this port, but kept under steam, and after seeing a letter in the possession of the consul (Mr. Trowbridge), informing him that the *Sumter* had obtained coal at Surinam and had left that port on the 31st August, I at once left in pursuit.

The consul at Surinam officially informed the consul at Barbados that the *Sumter* when she left the port of Surinam or Paramaribo had lowered her smokestack and proceeded under sail, this movement looking as if she was going to the westward again (unless it was a ruse). I steered for Demerara light-boat to obtain information whether she had gone down the coast.

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* See p. 79.

I regretted to learn from the consul at Barbados that the authorities were disposed to place the *Sumter* on a footing with United States vessels of war, and would likely afford her facilities if she came there; also that the United States ships of war would not be allowed to coal there if the *Sumter* was not. Strange as it may appear, the *Sumter* in Spanish, Dutch, and English ports has been treated with marked consideration, though no official courtesies were passed, and but for the facilities allowed at those ports she would have been unable to depredate on United States commerce; in fact, as well as I have ascertained so far, a friendly feeling has not been exhibited toward the United States in the ports visited by the *Sumter*, which will no doubt be regretted when, through the interruption of commerce, they will be obliged to pay higher prices for provisions, with which they are mostly supplied from the Northern States of the Union.

On the 13th of September I communicated with the light-ship off Demerara, and ascertained that the *Sumter* had not been heard of to the westward, but that there were rumors of her having gone to Cayenne. The British governor at Demerara had given orders that no pilots were to be furnished her, and that she would not be permitted to enter Demerara. I heard that the captain of the *Sumter* had set the Dutch authorities at defiance in Surinam, and refused to leave the port (though ordered to do so in twenty-four hours) unless he was furnished with coal, which he finally got. The presence of a Dutch and French vessel of war did not restrain him, as he was superior (or supposed to be) in force to them both. Both at Demerara and Surinam there is an active commerce carried on in American vessels which bring provisions from the North. It would be directly opposed to the interests of the colonies to have this commerce broken up, and the merchants and citizens are much opposed to the privateer system adopted by the rebellious States. At Demerara I learned that up to the 31st of August the *Sumter* had captured eleven prizes. Ten have been given up or recaptured; the name of the eleventh one I can not ascertain, but I think it was a coal vessel with a freight for the Venezuelan Government.

On the 13th of September I arrived at the light-boat off Surinam and communicated with the pilots. Here I learned what I had heard before, that the *Sumter* had left on the first of the month, had taken in 200 tons of coal, had anchored outside and lowered her smokestack, and that toward evening she had made sail and steered north. She had, before going to Surinam, gone to Cayenne, to the eastward, but the governor of that place ordered her away, and would let her have nothing at that port. She was so short of coal that she had to sail down to Surinam. Taking into consideration all things, and their spreading a report that the *Sumter* was going to Jamaica, and would be back in three weeks to Surinam, I concluded that she was going off Cape St. Roque and felt it was my duty to try and overtake her. I found by calculating her passage that we made 50 miles more a day than she did, and I felt certain of catching her if my boilers would hold out. One of them unfortunately broke down the day after leaving Surinam, but as the sea was as smooth as glass, with a prospect of remaining so, I kept on, with the intention of stopping at Maranham, in Brazil, for it was there the *Sumter* would likely stop for coal, and I could receive intelligence whether she put into Para, in which case I had a chance of cutting her off as she came to the eastward.

On the 21st of September, after a hard pull up against the strong trade winds and current, running 60 miles a day, I arrived at St. Louis [San Luiz], Maranham, and found, much to my regret, that the *Sumter*

had left there only five days previous to my arrival. Three days before I got in she was cruising off the port in hopes of capturing a New York brig (the *Maria*) which was expected daily. The brig referred to entered the port at the same time I did and escaped the *Sumter*.

The arrival of this ship at Maranham (the largest vessel that ever entered there) created a great excitement. It was very gratifying to the U. S. consul, who, to use his own words, had seen his flag overshadowed by the consideration with which the *Sumter* and her officers had been treated.

I found rather a strange state of affairs at Maranham. The governor and citizens had taken the *Sumter* into favor at once, and the former extended to her all the rights of a belligerent; he not only gave his consent for her to receive supplies of all kinds, but insisted that a merchant who held coal and did not wish to part with it should sell the *Sumter* 94 tons.

The commander of the *Sumter* was received officially by the governor, and invitation extended to him to be present at a ball, but the governor refused to answer any salute the *Sumter* might fire, on the ground that the flag she carried was not a recognized one, though it was entitled to the respect paid a belligerent.

Our consul at Maranham, William [H.] McGrath, esq., did all he could to detain the *Sumter*, but his protests were treated with very little consideration. He had to witness the good understanding that existed between Captain Semmes and the authorities without being able to prevent it, and he had not the slighest expectation of seeing an American man-of-war in that place.

You may judge of his satisfaction at seeing the American flag floating at the peak of the largest ship that had ever entered Maranham, when Captain Semmes and his officers had impressed the governor and people with the idea that the South had the largest part of the ships formerly belonging to the Navy, and that the Government was so hampered that it could not even fit out a ship or ships to pursue him. The captain of the *Sumter* made various addresses to the governor and people, in which he informed them that the South was fighting the battles of Brazil, that the North was fighting to exterminate slavery, and if they succeeded in conquering the South that the United States would turn her attention to abolishing slavery in Brazil. Ignorant and fanatical, the Brazilians believed the specious arguments of Captain Semmes, backed as they were by the assertions of a party of Americans who were all secessionists. One American backed his assertions by lending the *Sumter* $2,000 or $3,000 to pay for her coal and taking Confederate scrip in the place of it.

I found that politics ran almost as high in Maranham on the subject of secession as it did in the Southern States, the matter being discussed and voted on daily at the exchange and the Government taking no steps to stop proceedings so injurious to the interests of the United States. I had it from creditable authority that there was a perfect understanding between the governor and Captain Semmes, and that the former had assured the latter that he might bring the brig *Maria* into Maranham and land her cargo in case he captured her.

Under all these circumstances (which were well ascertained) I did not deem it incumbent on me to observe any particular etiquette toward the Government beyond firing the usual salute, and I requested the consul to make the governor understand that I did not feel myself called on to pay a visit of ceremony to a government which had so failed in its treaty obligations to the United States. I sent him a pro-

test against his action in the case of the *Sumter*, a copy of which, marked E, is herewith enclosed.*

I became acquainted while in Maranham with a leading politician (Senor Sousa) opposed to the governor. I left him a copy of my protest, and he gave me assurance that everything would be done to place the conduct of the governor in its proper light before the Government of Brazil, and I feel pretty sure that he will be removed, inasmuch as he has gone directly contrary to the declarations of the minister of foreign relations.

I left nothing undone while in Maranham to find out the smallest matter relating to the *Sumter* and her movements. I found by the steamers and coasters daily coming in and touching at all the little ports along the coast that she was nowhere there, and it having been mentioned in my hearing that Captain Semmes was going where it would cost him no coal to get to, and where he could cruise under sail, I formed the opinion that he had gone down to the track of vessels bound home from the East Indies, Pacific, and Brazil.

I was more confirmed in this opinion by the pilot who took the *Sumter* to sea informing me that she only steered as high as N. E., whereas she would have steered east if going around Cape St. Roque. Moreover, she got ashore going into Maranham, knocked off her false keel, and leaked in consequence. It may have injured her machinery, as she thumped hard over an hour, and she could not get around Cape St. Roque unless she was in the best condition.

Taking all things into consideration, I sailed on the 28th September, after being able to take in only a small supply of coal, and steered to the north until I reached the track of vessels from the East Indies, Pacific, and Brazil, in about longitude 44° west. I found that by the wind, under sail and low steam, I could about reach the above position, and most likely follow in the track of *Sumter* or close to it.

It had been intimated to me by one of Captain Semmes' confidential friends that the *Sumter* intended to take no prizes, but would burn, sink, and destroy all she might fall in with; more particularly Boston and Eastern vessels, the performance of which feat he seemed to anticipate much pleasure in. It is only sincerely to be hoped that the Government may defeat his aims and objects, even if it has to send all the navy afloat after the *Sumter*, and go to the expense of building a hundred new vessels for this purpose.

I gained the following facts in regard to the *Sumter*, which may be relied on: She carries five guns, four light 32-pounders, and one 8-inch pivot on the lower deck abaftt he foremast. She can only carry 114 tons of coal, and uses 12 tons a day, full steaming. She can't run full speed on account of heating her journals, and a vessel in chase running 10 knots would overtake her in a few hours. She sails moderately well under canvas off the wind, but on account of the loss of her false keel, which she lost by getting ashore off Maranham, she can't hold a wind; almost any sailing vessel will beat her. Close hauled in a fresh breeze, with sails and steam, she could not overtake a smart sailing craft. Her crew consists of 106 men, all told, well disciplined, but discontented; she left port with 15 of them in irons.

She only made 6 knots with 10 pounds of steam, going out of Maranham, and it was thought she had injured herself and got her machinery out of line when she got ashore. She will, if possible, return to Maranham, and send her prizes there if she don't burn them. They are

* See p. 92.

short of money, without which they can't run much longer, as Confederate scrip is not at par, even in Brazil.

After running due north to latitude 11°, 44° west longitude, and being fairly in the track of vessels from the East Indies, Pacific, and Brazil, I kept on the northern edge of it, steering N. N. W. and N. W. by N. until nearly abreast of St. Thomas.

On the 10th of October an English brig entered the port of St. Thomas, and informed us that she had been boarded by the *Sumter* on the 5th of October in longitude 47° 25′ west, 9° north latitude. To show how close this ship was on her track, and how very close our calculations were as regards her movements, I beg leave to state that at the time the *Sumter* boarded the English brig we were only 75 miles from her; and that night we gave chase to a light, which was not far off, but which suddenly disappeared, and of which we could find no trace; likely it was the *Sumter*.

She will continue to cruise in the track of homeward-bound vessels, changing her position every time she boards a vessel, but she will always maintain such a position that she will be enabled to reach Maranham with a slant of wind if she gets out of or short of coal, for I am well assured that Maranham will be the place she will resort to for supplies, and likely send her prizes there.

I am, very respectfully, your obedient servant,

DAVID D. PORTER,
Lieutenant, Commanding.

Flag-Officer WILLIAM MERVINE,
Gulf Blockading Squadron, off Pensacola.

Report of Commander Scott, U. S. Navy, commanding U. S. S. Keystone State, of capture and disposition of prize steamer Salvor, captured near Tortugas Islands, with enclosures on same subject.

U. S. S. KEYSTONE STATE,
Philadelphia, October 25, 1861.

SIR: My last communication, of September 26, notified the Department of my arrival at Aspinwall, where I remained until the 5th instant for the purpose of convoying the California steamer, which Colonel Totten and Mr. Parker, of the Panama Railroad, informed me was expected to carry a large number of Government arms, and it was deemed highly important that they should be protected. The arms did not arrive, however, and after convoying the steamer through the islands, I proceeded to Key West to coal and replenish our provisions. On the evening of the 11th I arrived at Key West, and early next morning, in getting the ship to the wharf, grounded on a bank, where we were detained until late Saturday evening, when we got to the wharf and made preparations for coaling early Monday morning.

On Sunday afternoon the enclosed letter, marked A, was handed to me by Major French, and I proceeded with all dispatch in search of the steamer, and that night, between the hours of 11 and 12, captured her near the Tortugas Islands, steering direct for Tampa Bay, Fla., and placing Lieutenant Donaldson with a crew from this ship in charge, took her in tow and carried her to Key West. Early on Monday, the 14th, a search was commenced to ascertain the contents of her cargo. During the search Major French, of the Army, came on board, and

with him the marshal, who, without request, assisted in searching for papers, etc.

In the afternoon of the same day, whilst I was having the hatches secured, and before the papers had been assorted or any communication had with the district judge or attorney, the marshal made his appearance with a libel, claiming possession of the vessel, which I declined to permit, and ordered his deputy and two men out of the ship. I then called on the district attorney and was informed by him that the libel was issued without a knowledge of the facts, and under the supposition that it was my wish, further adding that the marshal was a new appointment, not well acquainted with his business, and the whole matter informal. I conversed freely with the district attorney in regard to the prize, and [was] clearly informed that I had a perfect right to take her to any port that I deemed proper for trial, but the owner, McKay, and two others, who had been given up to Major French, must be tried there. Thus matters stood without any decision on my part as to my final action.

Feeling fully my embarrassing situation, I consulted with Major French, Captains Brannan and Gillem, of the Army, Commander Pickering, of the Navy, the collector and inspector of customs, the naval storekeeper, and many of the most prominent and true Union men, all of whom urged that she should by all means be taken north for trial, because if condemned there, which was thought doubtful, as her owner was popular with those who were Unionists from necessity, she would be purchased by his friends at one-fourth her value; and, again, her cargo, consisting of arms, coffee, hats, caps, shoes, and cigars, would soon be transported to the Main, where communication is kept up daily. I enclose a letter from the citizens of Key West on the subject, marked B.

I had also an interview with Judge Marvin on the subject, who likewise admitted that the libel was informal and that I had a perfect right to take the vessel where I deemed most proper, but having entered that port, it became my duty to turn her over to the court. This he gave as his opinion, saying he had no power in the matter until it was legally brought before him. I could not, however, perceive, and so stated it to the judge, why from having entered the port it became imperative to turn over this vessel, as several captured on the Florida coast had entered that port, remained several days, and then proceeded north for trial. To this no answer could be given, and it became evident to me, after mature and deliberate consideration, that it was my duty to take the vessel north.

And on the evening of the 15th it was well known that I would sail the next day. Nothing, however, was received from either the judge or attorney until the afternoon of the 16th, when, as the ship was getting under way, the deputy marshal came on board, saying he was directed to arrest me. I should most certainly have obeyed the summons had it been sent in proper time, but as the ship was then in the act of leaving, with a bare sufficiency of time to clear the reefs before night, I declined going before the judge, deeming it my duty to make known at the earliest moment to the senior officer off Charleston the information contained in the consul's letter regarding the Spanish bark loading at Havana and bound for that port, a copy of which was placed in the hands of Commander Sartori on the morning of the 19th for the senior officer off Charleston. This is the first time in my life that I have ever disobeyed the laws of my country, either military or civil, and if I have erred in this instance it may be fairly ascribed to a conscientious belief that I was acting for the best interest of my country.

Off Cape Hatteras I experienced a heavy gale of wind from the eastward, during which, notwithstanding the utmost care and precaution, our hawsers parted, and we were necessarily separated from the prize for near forty hours, during which time great anxiety was felt for her safety, but found, on again taking her in tow, that she had made better weather than the *Keystone State*.

It was my intention to have brought her to New York, but the continued prevalence of bad wheather and the loss of the prize's rudder, together with the breaking down of her engine, compelled me to put into this port. This steamer was seized in July or August by Commander Craven, of the *Crusader*, it being well known at Key West that her owner had taken the oath of allegiance to the Southern Confederacy and was an agent to sell their bonds.

Her owner applied to Commander Craven to leave the port and was refused, unless he gave bonds for $20,000, and then only to enter a Northern port. At the request, however, of Major French she was turned over to the Army and sent, with a quartermaster, to Havana for horses, when it is said her machinery was out of order and that she could not return.

A sham sale was then made to an English subject, a cargo taken in, as far as can be ascertained at present consisting of 200 sacks of coffee, 400,000 cigars, 400 revolvers, a number of rifles, dirks, bowie knives, a 6-pounder cannon, a quantity of felt hats, caps, shoes, 500,000 percussion caps, and a quantity of fruit. With this cargo she cleared for Nassau, an English port, as the *Salvor*, although by her register she is called the *M. S. Perry*. Only a slight examination of her cargo has so far been made, and it is believed she has a much larger number of articles than has been enumerated.

The steamer was built at Buffalo by an insurance company in the most thorough manner, of white oak, in 1856, schooner rigged, with 3 masts; length, 161 feet; breadth of beam, 25 feet 4 inches; depth of hold, 11 feet 7 inches; tonnage, 450$\frac{43}{95}$. She is coppered and her hull in a good state of preservation. The engine is also good, but her boilers are worn out and will only bear steam enough to keep headway on her. I saw the vessel when building and at various times for three years after, and feel confident that, with a moderate outlay, she can be made an efficient gunboat, well adapted for service on the Southern coast. Knowing all these facts, I considered it my imperative duty to take the responsibility of bringing her North, and feel satisfied that I will be sustained by the Department.

All the above reasons were known to Judge Marvin, and he stated that he had no objection to the vessel's going North if it did not cast an imputation of disloyalty on his court. He was well aware, however, that I entertained no thought of disloyalty on his part, though there are persons on the island who do.

There are 700 persons on the island that have taken the oath of allegiance, and yet I was reliably informed that there are not over 150 true Union men. In addition to the ship's papers I have a number of sealed letters addressed to New Orleans, Savannah, Charleston, Mobile, and other places in Texas and Florida. Will the Department be pleased to instruct me if these letters shall be delivered to the district judge or sent to Washington? It appears to me that they contain information which may be important to the Government, and is not required to condemn the vessel. There are 6 slaves on board the prize, 5 of whom belong to McKay, the owner, and 1 who belongs to an officer, formerly of our Army and now in the rebel service.

I shall be pleased, if authorized, to communicate with the Department in person.

Hoping that my action in this matter will meet the approval of the Department, I have the honor to be, very respectfully, your obedient servant,

G. H. SCOTT,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure A.]

CONSULATE-GENERAL OF THE UNITED STATES AT HAVANA,
October 12, 1861.

SIR: I advised Mr. Howe, the collector at Key West, on the 30th ultimo of the sale here by Mr. McKay of his steamer, the *Salvor*, to a Mr. John McLenan, a Scotchman, to be placed under British colors. Since then she was put up for Nassau, New Providence, and to-day she has been cleared for said port. I have enquired at the custom-house, and ascertained that her cargo consists (according to permits obtained) of 309,700 cigars and 100 bags of coffee. But I have received secret information from various quarters that she will ultimately proceed to, and endeavor to enter, one of the blockaded ports, probably New Orleans; that arms and other war material have been secretly shipped upon her, and that two or three passengers are going in her to the South How true this may be I am unable to ascertain in time to communicate before her departure, which I understand will be to-morrow morning at about 7 o'clock. The greater part of the *Salvor's* crew consisted of negroes, the property of McKay and his mother-in-law; he assured me last evening that it was his intention to take them in the *Salvor* and land them at Key West, as he could not help himself. He may do so or he may not. It appears to me that it would be dangerous for him to take slaves to Nassau, as they might claim their freedom and obtain it, but he may deem it expedient to run some risk and take them into New Orleans. or elsewhere on the Southern coast, without touching at Nassau. I apprehend this, because I can not see what use they can have at Nassau for such a large quantity of cigars.

A Spanish bark is now loading here which draws about 10 feet of water when in the train [trim] she will leave here. She will sail in about six days from this date. A young shipmaster named Perry (son of the person that was taken in the privateer *Petrel* off Charleston and now in prison at Philadelphia) will, in all probability, go in her as pilot. He is a native of Charleston. The ship will be full of supplies for the South. I have learned it is intended to run her into Charleston if the wind is favorable; if southerly, run in shore to the southward, where there are inlets that Perry knows he can go in drawing 10 feet. I do not know the bark's name at present, but expect to learn it this evening or to-morrow. I will then communicate it. The above is reliable.

As no smack will sail this evening or to-morrow for Key West I have requested Captain Wilson to run over with this letter this afternoon. The *Marion* is not in, and the Lord knows if she will be in before to-morrow, or when.

Please make contents of this letter known to the naval officers; and, with regards to friends, I remain, yours,

THOS. SAVAGE,
U S. Vice-Consul, etc.

Major WILLIAM H. FRENCH,
Commanding U. S. Troops, etc.

[Enclosure B.]

KEY WEST, *October 14, 1861.*

DEAR SIR: We take pleasure in congratulating you upon the success of your recent trip in capturing and bringing to this port the steamship *M. S. Perry*, loaded with stores and ammunitions of war evidently intended for the rebels in the Confederate States. By fitting the *Perry* with new boilers, she could readily be converted into a gunboat and made highly serviceable to the Government in crushing the rebellion against it. Considering that there are no means of supplying boilers to vessels in Key West, and that the exigencies of the public service require all the ships which can be made available for the Navy with the least possible delay, we recommend that you carry the *Perry* at once to New York for adjudication. Another reason, the *Perry* is claimed to be a British ship, and when captured had several slaves on board. Their testimony would not be admissible in Key West, but could be available in New York. Many other reasons might be urged, but we deem the foregoing sufficient to justify the course we recommend.

Our only motive in addressing you this communication is to maintain the Union in its integrity, and contribute, as far as in our power, to the honor and glory of the administration which you are so gallantly sustaining.

With high regard, your obedient servants,

A. PATTERSON, *U. S. Naval Storekeeper.*
CORNELIUS CURTIS.
J. G. OLTMANNS, *Assistant U. S. Coast Survey.*
[And 9 others.]

Commander G. H. SCOTT,
U. S. S. Keystone State.

Order from Secretary of the Navy to Flag-Officer Du Pont, U. S. Navy, to dispatch vessel to intercept C. S. S. Nashville.

NAVY DEPARTMENT, *October 15, 1861.*

SIR: It is reported that the steamer *Nashville* has run the blockade at Charleston, with Messrs. Mason and Slidell on board.

Have you a fast steamer that can be spared? If so, let her be dispatched to intercept the *Nashville*.

GIDEON WELLES.

Flag-Officer S. F. DU PONT,
Astor House, New York.

(Copy sent to Commodore Breese.)

[Telegram.]

(Received October 15, 1861, from New York.)

Telegram received. Will dispatch a vessel immediately.

S. F. DU PONT.

Hon. G. WELLES.

Order from Flag Officer Du Pont, U. S. Navy, to Commander Marchand, commanding U. S. S. James Adger, to search for C. S. S. Nashville.

NEW YORK, *October 15, midnight,* [*1861.*]

SIR: I have received a telegraphic dispatch from the honorable Secretary of the Navy, giving a report that the steamer *Nashville* has run the blockade of Charleston, with Messrs. Mason and Slidell on board, bound, of course, to England or France, most likely the former.

The Department is anxious to have this vessel intercepted and taken; the speed of your steamer and her supply of fuel and your own intelligence offer the best chance of doing this of any vessel at my disposal. Although regretting much to lose you even for a few days from my squadron, for I can ill spare you from pending service, yet it is very desirable that an effort should be made to overtake or intercept the *Nashville.* You are therefore charged with this important service, and I leave to your discretion the best course to steer in order to effect it. The *Nashville* will probably, after leaving the coast, steer a direct course or inclining south of it. You are at liberty to choose as to where you will enter to coal, either in an English or French port, or at the Western Islands.

Some three or four vessels, it is believed, are on their way to Georgia or South Carolina with military stores or munitions of war from England, and you should have an eye to their going or returning.

You will enter the Chesapeake on your return and report to the flag-officer present, with whom I will leave orders for you.

Trusting in your experience and intelligent discretion, and wishing you success,

I am, respectfully, yours,

S. F. DU PONT,
Flag-Officer.

Commander J. B. MARCHAND,
Commanding U. S. Steamer Jas. Adger, New York.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, of sailing in search of the C. S. S. Nashville.

U. S. STEAMER JAMES ADGER,
Off Sandy Hook, October 16, 1861, 4:30 o'clock a. m.

SIR: In obedience to your instructions, received at 1:30 o'clock this morning, I have the honor to report that this ship is safely outside of the bar.

Very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Flag-Officer S. F. DU PONT,
Commander-in-Chief, etc.

Letter from commandant navy yard, New York, to Flag Officer Du Pont, U. S. Navy, relative to dispatching vessel to intercept C. S. S. Nashville.

NAVY YARD, *October 16, 1861.*

SIR: I forward you a telegraphic dispatch received late last night. I have no steamer that can be made available sooner than a day; this

would give the *Nashville* four days' start. The requirement of the Department as expressed in the telegram can only be carried into effect by the detailing the *Florida* or *Augusta* for that purpose. Could either of those vessels be spared for that end?

Very respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

Flag-Officer DU PONT,
Commanding South Atlantic Blockading Squadron.

[Telegram.]

(Received October 16, 1861, from New York.)

I have dispatched steamers *Curlew* and *James Adger* in pursuit of the *Nashville; Curlew* to return when her coal is expended; *Adger* to continue all the way.

S. F. DU PONT.

Hon. G. WELLES.

Report of Flag-Officer Du Pont, U. S. Navy, of sailing of U. S. steamers James Adger and Curlew to intercept C. S. S. Nashville.

STEAM FRIGATE WABASH, *October 16, 1861.*

SIR: I have the honor to inform the Department what I have already done briefly by telegraph, that I dispatched last night in a very short time after receiving your message the steamer *James Adger*, Commander Marchand, and the steamer *Curlew*, acting Lieutenant Commanding Watmough, in pursuit of the steamer *Nashville*, said to have run the blockade of Charleston with Messrs. Mason and Slidell on board. The *Adger* will run across to the channel, and if, as I think, the *Nashville* will run a long time before she ventures to make her northing, the difference of time may be overcome.

The *Curlew* has attempted an intersection at a point indicated by the shortness of her fuel, for she carries but eight days' supply, and I have ordered her back to Hampton Roads; also the *Adger*. Both vessels have orders to look out for the steamers expected from Europe to the rebel States, and this induced me in part to send the latter ship, for her chance is small, I fear, of crossing the *Nashville*.

The Department will readily believe I felt strong regrets at losing two good ships so well commanded as these from my squadron; but whether successful in the chase or not, I deemed it important to show, if the blockade could be run, that prompt measures could be directed in reference thereto, and which I was sure the Department greatly desired.

I am, sir, with great respect, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *October 16, 1861.*

SIR: A duplicate of dispatch to you was last night sent to Commodore Breese. But one boat is to be sent after the *Nashville.*

GIDEON WELLES,
[*Secretary of the Navy*].

Flag-Officer S. F. DU PONT,
Astor House, New York.

[Telegram.]

(Received October 16, 1861, from Navy Yard, New York.)

SECRETARY OF NAVY:

Connecticut may be ready this evening. Shall she be sent? To what point shall she be directed? The *Nashville* is fast and has four days' start. Please telegraph immediately.

SAML. L. BREESE,
[*Commandant.*]

[Telegram.]

NAVY DEPARTMENT, *October 16, 1861.*

Send the *Connecticut* to Bermuda, and if any information is obtained there relative to that vessel, pursue her; otherwise return at once.

GIDEON WELLES.

Commodore S. L. BREESE,
Navy Yard, New York.

Order from commandant navy yard, New York, to Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, to pursue C. S. S. Nashville.

NAVY YARD, NEW YORK, *October 16, 1861.*

SIR: Please proceed with all dispatch to Bermuda, in pursuit of the rebel steamer *Nashville*, which vessel on Saturday last ran the blockade from Charleston. If at Bermuda you obtain information of her, you will pursue and capture her. If no information is obtained of her, return immediately to this port.

Respectfully, your obedient servant,

SAML. L. BREESE,
Commandant.

Commander M. WOODHULL,
Commanding U. S. S. Connecticut, New York.

Letter from U. S. consul at Paramaribo to commanding officer of any United States ship of war, giving information of C. S. S. Sumter.

U. S. CONSULATE, PER EASTERN LIGHT,
Port of Paramaribo, October 17, 1861.

SIR: I have the honor to inform you that by an arrival of a schooner from Curaçao I have been informed that the piratical steamer *Sumter* is near or on an island about 30 miles to the windward of Curaçao and the crew cruising about in their boats.

I am, your most obedient servant,

HENRY SAWYER,
U. S. Consul.

COMMANDER OF ANY U. S. SHIP OF WAR THIS MAY MEET.

Report of Flag-Officer Du Pont, U. S. Navy, of return of U. S. S. Curlew from cruise in search of C. S. S. Nashville.

FLAGSHIP WABASH,
Hampton Roads, October 19, 1861.

SIR: I have to report that the *Curlew*, Acting Lieutenant Watmough, came in this evening. His report explains the reason of his early return, defects in the engine rendering further pursuit unwise.

These defects, however, will not impair her usefulness for the work we have on hand, and I am much pleased at having her back.

With great respect, your obedient servant,

S. F. DU PONT,
Flag-Officer, Comdg. South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Lieutenant Watmough's report was sent to Commodore Goldsborough, and if not forwarded by him will be sent to-morrow.

Report of Acting Lieutenant P. G. Watmough, U. S. Navy, of cruise to intercept C. S. S. Nashville.

U. S. S. CURLEW,
Off Fortress Monroe, October 19, 1861.

SIR: In obedience to your order of the 15th instant I went to sea at 4 a. m. on the morning of 16th for the purpose of endeavoring to intercept the steamer *Nashville*. After steaming to the southward and eastward 210 miles, I was satisfied from the following reasons that it was a useless expenditure of coal to continue on: The tubes of the surface condenser in three cases gave out and admitted the salt water into the boilers, causing them to foam to such an extent that frequent stoppages of the engine became necessary to find where the water stood. After plugging up these tubes the foaming continued, rarely admitting more than 65 revolutions to the propeller, giving an average speed of about 8 knots, and even at this low rate necessarily attended with great risk to machinery in working through the water. The head sea also caused her to throw out her propeller, which alone would have necessitated

slow and cautious steaming to prevent the racing of the engines and consequent risk. The *Curlew* appears strong and tight, and behaves well in a tolerably rough sea abeam. Our return trip to this port confirmed me in my judgment as to discontinuing the chase, as the foaming rather increased as our trip was prolonged, showing the necessity of a new supply of fresh water for the boilers, which are so constructed as to preclude the use of salt water beyond a very limited time—two or three days. I am satisfied she is a smart boat in smooth water, the foaming once stopped.

Trusting my course will meet with your approbation, I have the honor to be, sir, very respectfully, your obedient servant,

PEN. G. WATMOUGH,
Acting Lieutenant, Commanding.

Flag-Officer S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

Letter from U. S. consul at Paramaribo to commanding officer of any United States ship of war, giving information of C. S. S. Sumter.

U. S. CONSULATE, PORT OF PARAMARIBO,
October 22, 1861.

SIR: I beg to inform you that the rebel steamer *Sumter* was seen off the Marowyne [Maroni] River on the 18th instant.

The U. S. S. *Iroquois* arrived here on the 19th and left next day in pursuit of the *Sumter*. She will return here for coals. I will also add that the *Sumter* has a rendezvous at a small uninhabited island near Curaçao, called Orchilla, latitude 11° 48′ north, longitude 66° 12′ west.

I am, your most obedient servant,

HENRY SAWYER,
U. S. Consul.

COMMANDER OF ANY U. S. SHIP OF WAR.

Letter from consul at St. Thomas, West Indies, to Secretary of the Navy, presenting the need of frequent visits of United States war vessels to those islands.

CONSULATE OF THE UNITED STATES OF AMERICA,
At St. Thomas, October 22, 1861.

SIR: I beg leave to inform you of the safe arrival on yesterday, per schooner *B. C. Scribner*, from Philadelphia, of 500 tons of coal for the use of the U. S. Navy.

* * * * * * *

In this connection I beg leave to call your attention to a dispatch forwarded to you from Kingston, Jamaica, by Captain Scott, of the U. S. S. *Keystone State*, and to refer you to Captain Wilkes, of the *San Jacinto*, and Commander Porter, of the *Powhatan*, who will be able to give you full information respecting the importance of the presence of one of our steamers in these waters every two or three weeks. The steamers that have been in search of the *Sumter* have done incalculable good by calling at various points in the Windward Islands and on the

Spanish Main. May I beg the favor of a reply at your earliest convenience? You may command my services in any manner in which they may be useful to the Department.

I am, sir, very respectfully, your obedient servant,

JOHN T. EDGAR, *U. S. Consul.*

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

Report of Captain Wilkes, U. S. Navy, of cruise in search of C. S. S. Sumter, enclosing orders given to Commander Palmer on same subject.

U. S. STEAMER SAN JACINTO,
Cienfuegos, Cuba, October 24, 1861.

SIR: I wrote you a short dispatch* on my arrival here yesterday, giving you an outline of the services this ship has performed since I took command of her, and informed you of the meeting at St. Thomas with the *Powhatan* and *Iroquois*, then in search of the *Sumter*.

Having gained reliable information of the *Sumter* but a few days before, from a vessel that had been boarded, I instructed Commander Palmer to continue his cruise in search of her, and enclose you a copy of a memorandum I sent Commander Palmer of my views, which will inform you relative to that vessel.

The search recommended by the Department for the *Iroquois* I have taken up, and visited the Windward Passage, Jamaica, Grand Cayman, Boca Grande and this place, and the neighboring sea. The *Powhatan* took a more southern route to join the squadron on the southern coast. We left St. Thomas the same day and thus swept down through the Caribbean Sea. I have obtained no information of the *Sumter* since I left St. Thomas. Everything is quiet and no vessels have been molested in their peaceful commerce.

Our arrival in the United States will not much exceed the time if I had gone direct from St. Thomas, and, although I was very desirous to return with her at the earliest possible day, I deemed it important that the points touched at should be visited and information obtained. I shall leave this port as soon as I have taken in some coal and had the machinery overhauled and put in condition for a few weeks' longer service. In the early part of next week, by the 28th probably, I shall be at the Havana, where, I am informed, the presence of an armed vessel is required.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. S. SAN JACINTO,
St. Thomas, October 13, 1861.

MY DEAR SIR: Without wishing to point out to you any special directions, I suppose it may be satisfactory to you to receive a general outline of my views as to the course I think may bring you in view of the *Sumter*.

* Not found.

1. Her position six days since was longitude 47° 25′ W., latitude 9° 33′ N., a position directly in the route of the homeward-bound vessels. She will probably maintain this position on a parallelogram about 300 miles by 400 N.N.E. and W.S.W. and which is about 500 miles N.N.W. of Maranham. The *Sumter* has been out at sea twenty-eight days and probably will return to Maranham for coal before the 20th of this month. Your object should be to reach the locality as soon as possible, 1,000 miles from here.

2. At Maranham you will learn of her whereabouts, and when she is expected, through Mr. Oliver and our consul. I do not believe the *Sumter* will be able to coal there, and suppose she will return by way of Trinidad under sail outside the reefs.

3. Should you learn that she had coaled and gone to the southward and westward, I would advise following her, and use every endeavor, notwithstanding the time it may take, to hunt her down, as her capture is of great moment to our commercial interests.

4. If you fall in with the *Keystone State* you will arrange with her to visit all places where there is any likelihood of your falling in with this pirate, and in case it should be deemed necessary you ought to follow the *Sumter* as far as Rio.

5. Well knowing you will do all in your power to effect the object of her capture, I may add that I shall communicate, on my arrival at home, with the honorable Secretary of the Navy, and the advice I have given you verbally and contained in this note.

Very truly, yours, etc.,

CHARLES WILKES,
Captain.

Commander JAS. S. PALMER, U. S. N.,
Commanding Steamer Iroquois.

P. S.—The three sheets of charts of the coast of Brazil have been sent you.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Connecticut, of cruise in search of C. S. S. Nashville.

U. S. S. CONNECTICUT,
October 24, 1861.

SIR: I have the honor to report my return to this port, having executed the orders received from Flag-Officer Breese, a copy * of which I enclose. I left the navy yard Wednesday evening at 10 o'clock and arrived on Saturday evening at Bermuda, making the passage in sixty-eight hours. As it was quite too late to cross the reef, I did not arrive at the anchorage in Grassy Bay till the next morning. I regret to say that nothing could be heard of the rebel steamer *Nashville*, nor indeed had there been any steamer from the United States at the island for the last six months. I only communicated my business to the U. S. consul, and made the excuse for entering the harbor the necessity I was under of overhauling the engine, which, by the way, worked very badly from some cause or other. I remained at anchor all Sunday, and up to 2 o'clock Monday, the 21st, which time was occupied in a general

* For enclosure, see p. 116.

overhaul of the engine. We found some four springs that confine the packing of the piston broken, which had to be renewed before it would have been safe to continue my voyage. We left the reef at 4 p. m. of the 21st and arrived at this port at 12 m. to-day. We experienced very bad weather on the return trip. The steamer behaved well and is an admirable sea boat. I received every attention and courtesy from the authorities of the island; I was called upon by the governor and by the captain commanding the naval establishment, who was profuse in his offers of assistance, etc., which I am happy to say was not on my part required. I find the government officials very friendly in their views, and especially favorable to the Government of the United States. They expressed strongly their sympathies and wishes that the rebellion would be successfully overcome. Aside from these personages, I understand that at least two-thirds of the inhabitants of the islands are out-and-out sympathizers with the so-called Southern Confederacy. The reasons for this, when it is considered that all their little trade is with the North, I could not discover. Captain Hutton, R. N., commandant of the navy yard, informed me that orders had been given to all the Government pilots not to pilot privateers into the harbor, nor give them aid or comfort in any way.

I take pleasure in informing the Department of the good health of the officers and crew of this steamer.

Very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Statement made by master of brig Granada of the capture of his vessel by the privateer Sallie.

NEW YORK, *October 24, 1861.*

DEAR SIR: I sailed from Nuevitas, Cuba, October 3, master of the brig *Granada*, of Portland, Me., bound for New York. On the night of the 12th instant, in latitude 33°, longitude 71°, I fell in with and was taken possession of by the privateer *Sallie*, Captain Lebby, three days out from Charleston. Part of my crew and myself were taken on board the privateer, and from her transferred (three days after) to the British schooner *Greyhound*. We arrived at New York to-day.

The captain of the privateer informed me he came out of Charleston in the daytime without any difficulty, and that the privateers *Dixie* and *Beauregard* were fitting out there and would be ready for sea in a few days. The *Sallie* sailed S.E. after leaving us, in search of coffee vessels from Rio.

By the loss of my vessel I have lost my all, and am thrown out of employment. I am most anxious to serve my country in the Navy as sailing-master, for which situation I think I am capable, having been mate and master of a vessel nine years.

Respectfully, your obedient servant,

A. C. PETTENGILL.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, of cruise in search of C. S. S. Sumter.

U. S. S. IROQUOIS,
Paramaribo, Surinam, Dutch Guiana, October 25, 1861.

SIR: I wrote to the Department from Barbados by the U. S. S. *Mystic.*

There were vague rumors of the *Sumter* being among the Grenadines when I left. I accordingly proceeded thither, running through these islets and into St. George, Grenada, and finding she had not been in this quarter, proceeded on to Trinidad. The details of a fruitless search can not be very interesting. But at Trinidad, where the *Sumter* had coaled and obtained supplies, I was anxious to learn the attitude of the British Government towards the piratical vessels of the Southern States. I had scarcely anchored, when I observed the governor intended treating me with marked civility, sending his aide-de-camp on board, begging I would give him a day for an entertainment, etc. When I called upon him he alluded incidentally to the *Sumter's* having been a visitor at this port, saying that the instructions from his Government were to treat the contending parties in the United States with impartiality. I offered no argument, but received his communication in silence. The captain of the English frigate *Cadmus*, at Trinidad, at this time told me he had been sent for from Grenada, upon the *Sumter's* arrival at Trinidad, and sent an officer on board of her to examine the commission under which her commander sailed, and upon finding it was all right, the commission being that of commander in the C. S. Navy, signed by Jeff. Davis as President, said he could not interfere with her. Upon my saying, "Then your Government recognizes the Southern Confederacy?" he replied, "O, no, not at all, only as a party having belligerent rights;" adding, "Such are my instructions from my admiral, and a copy of the Confederate flag has been sent me that I may know it." I was not aware that England had assumed this position, though possibly it may be no news to the Government. I was now satisfied that the *Sumter* had gone to the coast of Brazil, and, not feeling justified by my orders to pursue her thither, I determined to return to Hampton Roads.

I accordingly left for St. Thomas, where, upon my arrival, I found the *Powhatan;* she had followed the *Sumter* down as far as Maranham and there given up the pursuit. The *San Jacinto* arrived the following day, and on that afternoon arrived also an English brig, who informed us that she had been boarded by the *Sumter* only six days previous, in latitude 9°, longitude 47°, where he was apparently cruising to intercept vessels to and from Rio de Janeiro. Upon consulting Captain Wilkes we both decided it was my duty to go again in pursuit of her. I accordingly left that night, the 12th of October, hoping the weather would prove favorable to allow me to reach that longitude and proceed on to Maranham, where we expected she would return again to coal. But I had scarcely got through the islands when I encountered heavy weather from the southeast, and I soon found that I was exhausting my coals to but little purpose against a heavy head sea, and determined upon keeping away for Surinam, intending to coal there and run on down the coast in the hope of intercepting her before she returned to Maranham. Upon my arrival at Paramaribo, which is the capital, some 20 miles up the shallow river of Surinam, I was just prepared to receive my coal when a French packet arrived, saying she had spoken a French brig off Cayenne who said he had been spoken by the *Sumter*

the day before. The conjecture was that she was bound again to this port, so I immediately got underway, having coal enough left for perhaps a couple of days' cruise, and steamed down the river over the mud flats, which frequently impeded my progress, expecting that I might possibly meet her in the river, where I should have regretted to have been compelled to attack her among the habitable plantations which cover its banks. I, however, saw nothing of her; went up to windward about 100 miles, where, some 30 miles up a river, I knew the French brig to be.

I communicated with her by boat; found she had been at Maranham when the *Sumter* was there, and therefore knew her well; said she was satisfied it was the *Sumter* which had gone to the westward four days ago. I consequently returned to Paramaribo; am now filling up my coal, which I am obliged to do by driblets, getting it from the plantations through the consul. I am in hopes to get off by the day after to-morrow.

The *Sumter* has now, in my judgment, though she baffles all conjecture, gone either to Trimdad again or to some of the small islands in the neighborhood of Curaçao, where I have heard she has before refitted.

I am happy to say that this ship continues thus far tolerably healthy, though it is a sickly season and we are on a sickly coast, and the crew more or less exhausted by constant heat and constant steaming, but if we fall in with the *Sumter* we shall be rewarded for all our toil. I have but a month's provision left, and if not immediately on the track of the *Sumter* I shall feel obliged to abandon the pursuit and return.

I have heard nothing of the *Keystone State* for a long period; the consul tells me that she left this for Tobago about five or six weeks ago. The State Department has perhaps better and later information through the consuls than can the Navy Department [have] through us.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from E. L. Corning, esq., to Secretary of the Navy, seeking information regarding depredations of C. S. S. Sumter on coast of Brazil.

NEW YORK, *October 28, 1861.*

SIR: I am extensively engaged in the trade hence to Para and Maranham (Brazil), and have received no direct intelligence from either of those ports for nearly two months past, owing, as I supposed, to the presence of the privateer *Sumter* in their vicinity, preventing the egress thence of my vessels bound to this port, which is confirmed by published reports this morning from U. S. S. *Powhatan*. I beg leave to enquire if that report is correct, also if you have any further particulars relating to her cruise on that coast. Did she go to Para; and if so, what American vessels were there? Having four vessels absent, bound to the aforesaid ports, my anxiety to hear from that quarter must be my excuse for troubling you on the subject. I hope that the *Powhatan* will return thither without delay, and if accompanied by

two other steamers they would give adequate protection to our valuable commerce there, which we greatly need at this time.

Respectfully, your obedient servant,

E. L. CORNING.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City.

[Endorsement.]

Answer.—Lieutenant Porter's letters, alluded to in the extract from the Tribune, did not contain particular allusions to other vessels than the *Maria*, though the fact that others were spoken was mentioned. The *Powhatan* did not go to Para.

Report from commandant navy yard, New York, of movements of Messrs. Mason and Slidell and C. S. S. Nashville.

NAVY YARD, NEW YORK, *October 30, 1861.*

SIR: I am informed by a gentleman sent by Spofford & Tileston, whose steamer has just arrived from Havana, that Mason and Slidell, with their families, arrived there on the 22d or 23d instant in the Confederate steamer *Gordon*, now called the *Theodora*, from Charleston. That the captain of the *Theodora* (Thos. Lockwood) stated he had run the blockade from Charleston twenty-seven times. She is 700 tons.

He informed [me] that the *Nashville*, 1,200 tons, and *Isabel*, 1,100, are both at Charleston, heavily armed.

Very respectfully, your obedient servant,

H. PAULDING, *Commandant.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order from the Secretary of the Navy to Commander Steedman, U. S. Navy, commanding U. S. S. Bienville, to search for vessels.

NAVY DEPARTMENT, *October 30, 1861.*

SIR: You will report at once to Flag-Officer Du Pont, and after so reporting, proceed with all dispatch to the West Indies, in search of the vessels mentioned in the inclosed copy of telegram.*

Respectfully, etc.,

GIDEON WELLES.

Commander C. STEEDMAN,
Commanding U. S. S. Bienville.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, of search for C. S. S. Nashville.

U. S. S. JAMES ADGER,
Queenstown, Ireland, October 30, 1861.

SIR: In obedience to the order of Flag-Officer Du Pont, this ship left New York at 2:30 o'clock on the morning of the 16th instant in pursuit

* Not found.

of the steamer *Nashville*, having Messrs. Mason and Slidell, commissioners from the Confederate States to England and France, on board.

Learning from the engineers of the ship, all of whom are familiar with the *Nashville* and one of whom left her after she had been seized by the authorities at Charleston, that the *Nashville* was a faster steamer than the *James Adger*, I determined to take the shortest course and if possible intercept her at the entrance of the English Channel or off Brest.

Upon starting, the utmost economy was used in the consumption of fuel consistent with speed, and good progress was made until on the southern part of the Newfoundland Bank we were overtaken by a succession of gales. On the 22d, just in the heaviest of one of the gales, the sea carried away the circular battens and sheathing from the aft part of the starboard wheelhouse and started the port one, carried away several of the battens from the guards, and all the water closets. About the same time the bulwarks at the forward part of the guards were partially stove in, and the iron ash shute made useless for a time. A considerable leak also took place, rendering the officers' room almost uninhabitable, which upon examination was found to proceed from the lower side of the sheer plank on both sides, at the after guards, a portion of which was reported as never having been calked. That portion of the wrecked covering of the wheelhouse saved showed that the battens of the wheelhouses and guards, the sheathing of the wheelhouses and bulwarks, were in a state of decay and had been repeatedly nailed.

By that accident the ship has not otherwise been injured, but the covering of the wheelhouse being off, sheets of water are flying over the quarter-deck except when the wind is in a particular direction, rendering the loading of the after guns almost impossible without wetting the powder.

At the time I joined the ship, at the New York navy yard, the authorities reported that there were 324 tons of coal on board, to which subsequently was added 9 tons, making, as I had every reason to believe, 333 tons in the ship at the time of leaving New York, the bunkers having been so artfully stowed as to preclude entrance to ascertain if they were entirely filled; but on the 25th, just when 900 miles west of Lands End, England, I was startled by the intelligence that the bunkers had not been entirely filled and there was only 89 tons on board, when there should have been 153 tons, as the consumption had been only 180 tons to that time.

This discovery induced me to vary from my preconcerted plan and run for a point near Cape Clear, Ireland, that in the event of the fuel becoming exhausted a supply could readily be procured at Queenstown, our average consumption of fuel being about 18 tons a day under fair steam, whilst the required quantity for full steam would be from 27 to 30 tons per day.

On the morning of the 25th, when the magazine was opened, I was further startled with the information that the water was several inches deep on the floor of the magazine, occasioned by a leak in the leaden suction pipe for the forward force pump, which was without boxing or sheathing along the ceiling of the magazine when the latter was arranged at the New York navy yard.

The powder tanks are of wood, and, not sufficient shelving to place them, a portion was stowed on the floor of the magazine by the ordnance officer of the yard, whose duty it is to make the stowage. Upon examination it was found that nearly all the latter and the powder in the tanks under the leak, amounting to 348 pounds, was reduced nearly to the consistency of mortar, which was thrown overboard. By thor-

oughly wiping and a plentiful use of charcoal and chloride of lime, I believe the moisture is removed and that the balance of powder on board, amounting to 4,206½ pounds, is still fit for use. To stop the leak in the magazine it became necessary to turn off the stopcock to the suction pipe; the result is the loss of the forward force pump in the event of fire.

On the morning of the 27th instant it was found that the bull's eye to give light to the magazine from the light room was cracked throughout its thickness in two places, most probably by the working of the bulkhead. The cracks have not opened, apparently, and may answer until our return to the United States.

Yesterday, on reaching the meridian of Cape Clear and finding the fuel nearly exhausted, I ran for this place and arrived at 5 o'clock this morning, after a passage of fourteen days and having but 7 tons of coal on board.

On examination of the newspapers, and consultation with the U. S. consul, I can not hear that the *Nashville* has yet reached a European port, and in the further execution of the discretionary orders given me, I will cruise for a few days at the entrance to the English Channel and off the coast of Brest (as by that time, in all probability, she will have reached some port in Europe), and then run for Southampton to fill with coal, to have some temporary repairs made to the wheelhouse and guards, and during the interval communicate with our minister at London to ascertain the character that the *Nashville*, on her arrival in Europe, has or will assume, and if belligerent, I must decide, until further orders arrive from you, whether to watch her or return to the United States. I most sincerely hope, sir, that the course I have pursued and the plan in view above mentioned will meet your approbation.

It is designed to take in 75 tons of coal, and I expect to leave during the latter part of this afternoon, the repairs to the wheelhouses, guards, etc., not being deemed necessary in our present urgent business. The funds now in the hands of the paymaster are ample for the fuel and pilotage here, but in the next port we will be compelled to draw upon the Navy Department.

Herewith I send copies of Flag-Officer Du Pont's instructions, report of a survey upon the magazine and powder, and the acting chief engineer's report as to the amount of coal on board at the time of our leaving New York.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, to proceed to sea under sealed orders.

NAVY DEPARTMENT, *November 1, 1861.*

SIR: As soon as the U. S. ship *Shepherd Knapp*, under your command, is in all respects ready for a cruise you will proceed with her to sea. Enclosed herewith are sealed instructions, which you will open after the *Shepherd Knapp* is at sea, and be governed thereby. Transmit to the

Department before sailing a muster roll of your vessel, and a separate list of her officers.

I am, respectfully, etc.,

GIDEON WELLES.

Acting Volunteer Lieutenant H. S. EYTINGE,
Commanding U. S. Ship Shepherd Knapp.

[Enclosure.]

NAVY DEPARTMENT, *November 1, 1861.*

SIR: Proceed with the U. S. ship *Shepherd Knapp*, under your command, southward, and take the track of merchant vessels bound to and from the West Indies, going as far eastward as the Leeward Islands, and cruise until it is necessary for you to return to New York for stores. You will not enter any port during your cruise until it becomes actually necessary. Your object is to capture or destroy the vessels of the rebels and protect legitimate commerce of your own flag. In the examination of vessels at sea you will be careful to regard the rights of neutrals. You will exercise your crew at the great guns, and occasionally with shot and shell. The U. S. bark *Wm. G. Anderson* is now employed under similar instructions, and you will take care not to cruise in company with her. Whenever an opportunity presents itself send an abstract of your cruise to the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant H. S. EYTINGE,
Commanding U. S. Ship Shepherd Knapp, New York.

Order of the Secretary of the Navy to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, to proceed to Havana, Cuba, to protect commerce and suppress traffic of the insurgents.

NAVY DEPARTMENT, *November 2, 1861.*

SIR: In view of the means resorted to, and the reported increasing intercourse between the rebel States and the island of Cuba, it has become a matter of imperative necessity that a war steamer should be stationed at or near Havana to protect legitimate commerce and suppress communication and traffic with or by the insurgents.

You will therefore proceed with the *Santiago de Cuba* to Havana and put yourself in communication with the consul-general, who will from time to time inform you in regard to the condition of affairs at that place and vicinity. On the information so received, and the advice of that officer, with your own observations and the intelligence you may gather, you must act, and, as great responsibility will devolve on you, good judgment, as well as great decision, must be exercised. Of course it will be the object and study of the insurgents and those who are acting in concert with them to deceive you and elude your vigilance, and it will be your aim to counteract and defeat them. Sailing, as they do at times, under false colors, and assuming false pretenses, it may be difficult to always detect them, and, in the honest and faithful discharge of your duty, errors may be committed. When this is the case, and a wrong shall have been done, the *amende honorable* and due restitution will be made. You will avoid as far as possible giving offense to the authorities of Cuba, will respect the rights of neutrals, while maintaining our own, and bearing in mind the great object delegated to you,

that of interrupting and destroying effectually and entirely all communication between the rebels and others, you will keep vigilant watch on all suspicious vessels and seize, without hesitation, such as are known to be hostile, or which you have good grounds for believing to be engaged in schemes to aid the insurgents or defeat the measures and policy of the Government. By every opportunity you will report to the Department direct.

Very respectfully, etc.,

GIDEON WELLES.

Commander DANIEL B. RIDGELY,
Commanding U. S. S. Santiago de Cuba, New York.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of cruise in search of privateers near Bermuda, West Indies.

U. S. BARK W. G. ANDERSON,
Lat. 26° 25′ N., Long. 63° 29′ W., November 4, 1861.

SIR: I have the honor to inclose the abstract log* of the U. S. bark *W. G. Anderson*, to date.

Agreeably to your instructions, we have been cruising in the neighborhood of the island of Bermuda the past fifteen or sixteen days, but without seeing any suspicious vessels. We have boarded and spoken several, none of whom, however, reported either seeing or hearing of any. Being satisfied of the improbability of there being privateers in the above neighborhood, I am now standing to the southward, with the intention of carrying out, to the best of my ability, your further orders, and shall hope to be fortunate enough to fall in with some Southern vessels. The *W. G. Anderson* performs well, is stanch and strong, and carries her battery finely. She is, however, much in need of ballast, and had she 75 tons more would be all that could be desired.

We had, on sailing, water for eighty-five days, and shall therefore touch at St. Thomas as early as December 25.

I have the honor to be, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, of cruise in search of C. S. S. Nashville.

U. S. S. JAMES ADGER,
Southampton, England, November 6, 1861.

SIR: On the 30th ultimo, from Queenstown, Ireland, I had the honor to advise you of this vessel's arrival, and that the want of fuel compelled me to go there. During that day we succeeded in obtaining 72 tons of coal, and the same evening put to sea. For two and a half days, I ran backward and forward between the Scilly Islands and the French coast, off Brest, in search of the steamer *Nashville*. In the meantime a heavy gale from the northwest set in, and for the last ten hours of that time the ship was unmanageable for want of ballast, except when head or stern to the wind. When in any other position

* Omitted as unimportant.

she would careen to such an extent as almost to prevent the wheels from turning and bringing a dangerous strain upon the engine.

On the morning of the 2d instant, finding the gale unabating and the ship unfit for pursuit or action, for want of ballast (having then 50 tons of coal on board), I most reluctantly ran for the nearest port directly to windward to obtain an additional quantity of coal to act as ballast, and put into Falmouth Harbor. The extreme inclemency of the weather prevented coaling fast, and after working throughout the night, succeeded in receiving 58 tons, with which I went to sea at daylight in the morning of the 3d instant, with some hope of intercepting the *Nashville*, as the London Times of the 1st instant had not chronicled her arrival in a European port.

From the time of leaving Falmouth until towards noon yesterday, we were employed in coaling and cruising at the entrance to the English Channel and off the coast of France, about Brest, in vain searching for the *Nashville* amongst the passing steamers. The *Nashville* had then been, if at all, twenty-three and a half days out of Charleston, an unprecedented time for a fast steamer, whilst the *James Adger*, a slower one, was only fourteen days in crossing the Atlantic. I concluded she must have made a European port, and if a French or English one, might be again leaving. I continued cruising slowly up the English Channel for this place, for information or to take in fuel, have some temporary repairs made to our damaged wheelhouses, etc., and communicate with our minister at London in relation to my future course.

We arrived this morning, and I read in the London Times of to-day that, by the most recent information from the United States, Messrs. Mason and Slidell, the Confederate commissioners to England and France, had landed at Cardenas, in Cuba; hence there is no further necessity for this ship to cruise here to intercept the *Nashville*, and I will immediately, in obedience to Flag Officer Du Pont's order, proceed to the Chesapeake Bay and report to the flag-officer there for further orders. It will require about four days to make the necessary repairs to the engine and its appendages, and during that time can coal ship and repair the wheelhouse, etc.

As mentioned in my communication of the 30th ultimo, it will be necessary to draw upon the Navy Department for money to meet these expenses, and as in our hurried departure from New York no authority was given the paymaster to draw, I will direct him to proceed to London and make arrangements with the Navy agent for funds.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

The Trent affair, November 8, 1861.

Report of Captain Wilkes, U. S. Navy, of capture of Messrs. Mason and Slidell, Confederate commissioners on board the British mail steamer Trent, with enclosures.

U. S. S. SAN JACINTO, *November 15, 1861.*

SIR: I have written to you relative to the movements of this ship from Cienfuegos, on the south coast of Cuba.

There I learned that Messrs. Slidell and Mason had landed on Cuba, and had reached the Havana from Charleston. I took in some 60 tons of coal and left with all dispatch on the 26th October to intercept the

return of the *Theodora*, but on my arrival at The Havannah on the 31st I found she had departed on her return, and that Messrs. Slidell and Mason, with their secretaries and families, were there and would depart on the 7th of the month in the English steamer *Trent* for St. Thomas, on their way to England.

I made up my mind to fill up with coal and leave the port as soon as possible, to await at a suitable position on the route of the steamer to St. Thomas to intercept her and take them out.

On the afternoon of the 2d I left The Havannah, in continuation of my cruise after the *Sumter* on the north side of Cuba. The next day, when about to board a French brig, she ran into us on the starboard side at the main chains and carried away her bowsprit and foretopmast, and suffered other damages. I inclose you herewith the reports of the officers who witnessed the accident. I do not feel that any blame is due to the officer in charge of this ship at the time the ship was run into, and the brig was so close when it was seen probable she would do so that even with the power of steam, lying motionless as we were, we could not avoid it; it seemed as if designed.

I at once took her in tow, and put an officer on board with a party to repair her damages. This was effected before night, but I kept her in tow till we were up with The Havannah and ran within about 8 miles of the light, the wind blowing directly fair for her to reach port.

I then went over to Key West in hopes of finding the *Powhatan* or some other steamer to accompany me to the Bahama Channel, to make it impossible for the steamer in which Messrs. Slidell and Mason were to embark to escape either in the night or day. The *Powhatan* had left but the day before, and I was therefore disappointed and obliged to rely upon the vigilance of the officers and crew of this ship, and proceeded the next morning to the north side of the island of Cuba, communicated with Sagua la Grande on the 4th, hoping to receive a telegraphic communication from Mr. Shufeldt, our consul-general, giving me the time of the departure of the steamer.

In this, also, I was disappointed, and ran to the eastward some 90 miles, where the old Bahama Channel contracts to the width of 15 miles, some 240 miles from The Havannah, and in sight of the Paredon Grande light-house. There we cruised until the morning of the 8th, awaiting the steamer, believing that if she left at the usual time she must pass us about noon of the 8th, and we could not possibly miss her. At 11:40 a. m., on the 8th, her smoke was first seen; at 12 m. our position was to the westward of the entrance into the narrowest part of the channel and about 9 miles northeast from the light-house of Paredon Grande, the nearest point of Cuba to us.

We were all prepared for her, beat to quarters, and orders were given to Lieutenant D. M. Fairfax to have two boats manned and armed to board her and make Messrs. Slidell, Mason, Eustis, and Macfarland prisoners, and send them immediately on board. (A copy of this order to him is herewith enclosed.)

The steamer approached and hoisted English colors. Our ensign was hoisted, and a shot was fired across her bow; she maintained her speed and showed no disposition to heave to; then a shell was fired across her bow, which brought her to. I hailed that I intended to send a boat on board, and Lieutenant Fairfax with the second cutter of this ship was dispatched. He met with some difficulty, and remaining on board the steamer with a part of the boat's crew, sent her back to request more assistance. The captain of the steamer having declined to show his papers and passenger list, a force became necessary to

search her. Lieutenant James A. Greer was at once dispatched in the third cutter, also manned and armed.

Messrs. Slidell, Mason, Eustis, and Macfarland were recognized and told they were required to go on board this ship; this they objected to, until an overpowering force compelled them. Much persuasion was used and a little force, and at about 2 o'clock they were brought on board this ship and received by me. Two other boats were then sent to expedite the removal of their baggage and some stores, when the steamer, which proved to be the *Trent*, was suffered to proceed on her route to the eastward, and at 3:30 p. m. we bore away to the northward and westward. The whole time employed was two hours thirteen minutes. I enclose you the statements of such officers who boarded the *Trent* relative to the facts, and also an extract from the log book of this ship.

It was my determination to have taken possession of the *Trent* and sent her to Key West as a prize, for resisting the search and carrying these passengers, whose character and objects were well known to the captain, but the reduced number of my officers and crew, and the large number of passengers on board bound to Europe who would be put to great inconvenience, decided me to allow them to proceed.

Finding the families of Messrs. Slidell and Eustis on board, I tendered them the offer of my cabin for their accommodation to accompany their husbands; this they declined, however, and proceeded in the *Trent*.

Before closing this dispatch I would bring to your notice the notorious action of her Britannic Majesty's subjects, the consul-general of Cuba and those on board the *Trent*, in doing everything to aid and abet the escape of these four persons and endeavoring to conceal their persons on board. No passports or papers of any description were in possession of them from the Federal Government, and for this and other reasons which will readily occur to you I made them my prisoners, and shall retain them on board here until I hear from you what disposition is to be made of them.

I can not close this report without bearing testimony to the admirable manner in which all the officers and men of this ship performed their duties, and the cordial manner in which they carried out my orders. To Lieutenant Fairfax I beg leave to call your particular attention for the praiseworthy manner in which he executed the delicate duties with which he was intrusted; it met and has received my warmest thanks.

After leaving the north side of Cuba I ran through the Santaren Passage and up the coast from off St. Augustine to Charleston, and regretted being too late to take a part in the expedition to Port Royal.

I enclose herewith a communication I received from Messrs. Slidell, Mason, Eustis, and Mcfarland, with my answer.

I have the honor to be, very respectfully, your obedient servant,

CHARLES WILKES,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy.

[Enclosure 1.]

U. S. S. SAN JACINTO,
At Sea, November 8, 1861.

SIR: You will have the second and third cutters of this ship fully manned and armed, and be in all respects prepared to board the steamer *Trent*, now hove to under our guns. On boarding her you will

demand the papers of the steamer, her clearance from Havana, with the list of passengers and crew. Should Mr. Mason, Mr. Slidell, Mr. Eustis, and Mr. Macfarland be on board, you will make them prisoners and send them on board this ship immediately, and take possession of her as a prize. I do not deem it will be necessary to use force, that the prisoners will have the good sense to avoid any necessity for using it, but if they should, they must be made to understand that it is their own fault. They must be brought on board.

All trunks, cases, packages, and bags belonging to them you will take possession of, and send on board this ship. Any dispatches found on the persons of the prisoners, or in possession of those on board the steamer, will be taken possession of also, examined, and retained if necessary.

I have understood that the families of these gentlemen may be with them; if so, I beg you will offer some of them, in my name, a passage in this ship to the United States; and that all the attention and comforts we can command are tendered them, and will be placed in their service. In the event of their acceptance, should there be anything which the captain of the steamer can spare to increase the comforts in the way of necessaries or stores of which a war vessel is deficient you will please to procure them. The amount will be paid for by the paymaster.

Lieutenant James A. Greer will take charge of the third cutter, which accompanies you, and assist you in these duties. I trust that all those under your command, in executing this important and delicate duty, will conduct themselves with all the delicacy and kindness which becomes the character of our naval service.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Captain.

Lieutenant D. M. FAIRFAX, U. S. Navy,
Executive Officer, San Jacinto.

[Enclosure 2.]

COPY FROM THE LOG BOOK OF THE U. S. S. SAN JACINTO, COMMANDED BY CAPTAIN CHARLES WILKES, U. S. NAVY.

AT SEA, *Friday, November 8, 1861.*

From 8 a. m. to meridian, as per columns.—Lying to off Paredon Lights. At 10:30 a bark in sight to the eastward and a schooner to the northward. At 11:40 made out a steamer to the westward.

From meridian to 4 p. m.—Moderate breezes from the northward and eastward, and pleasant. At 12:55 beat to quarters, hoisted the colors, and loaded the guns. At 1:05 fired a shot across the bows of the steamer in sight showing English colors. At 1:17 the steamer close on us, and not stopping, fired another shot across her bows, at which she stopped. Hailed her, and at 1:20 Lieutenant Fairfax, in the second cutter, with an armed crew, boarded the vessel. At 1:35 sent Lieutenant Greer in the third cutter to the assistance of Mr. Fairfax. At 2 he returned, bringing Messrs. Slidell, Mason, Eustis, and Macfarland, and then returned to the steamer. Received on board the baggage of the above gentlemen, and some stores for their use. Ran to leeward of the steamer. At 3:20 she stood to the eastward. At 3:30 hoisted up our boats and stood to the northward and westward.

K. R. BREESE,
[*Lieutenant, U. S. N.*]

[Enclosure 3.]

U. S. S. SAN JACINTO,
At Sea, November 11, 1861.

GENTLEMEN: You will report to me, in writing, all the facts which transpired under your observation on board the mail steamer *Trent*, bound from Havana to St. Thomas, whilst hove to under our guns, on the 8th instant, and boarded by you under my orders.

I am, respectfully, your obedient servant,

CHARLES WILKES,
Captain.

Lieutenant D. M. FAIRFAX,
Lieutenant JAMES A. GREER,
Second Assistant Engineer JAS. B. HOUSTON,
Third Assistant Engineer GEO. W. HALL,
Paymaster's Clerk R. G. SIMPSON,
Master's Mate CHAS. B. DAHLGREN,
Boatswain H. P. GRACE, *U. S. Navy.*

[Enclosure 4.]

U. S. S. SAN JACINTO,
At Sea, November 12, 1861.

SIR: At 1:20 p. m. on the 8th instant I repaired alongside of the British mail packet in an armed cutter, accompanied by Mr. Houston, second assistant engineer, and Mr. Grace, the boatswain.

I went on board the *Trent* alone, leaving the two officers in the boat, with orders to await until it became necessary to show some force. I was shown up by the first officer to the quarter-deck, where I met the captain and informed him who I was, asking to see his passenger list. He declined letting me see it. I then told him that I had information of Mr. Mason, Mr. Slidell, Mr. Eustis, and Mr. Macfarland having taken their passage at Havana in the packet to St. Thomas, and would satisfy myself whether they were on board before allowing his steamer to proceed. Mr. Slidell, evidently hearing his name mentioned, came up to me and asked if I wanted to see him. Mr. Mason soon joined us, and then Mr. Eustis and Mr. Macfarland, when I made known the object of my visit. The captain of the *Trent* opposed anything like a search of his vessel, nor would he consent to show papers or passenger list. The four gentlemen above mentioned protested also against my arresting and sending them to the U. S. steamer near by.

There was considerable noise among the passengers just about this time, and that led Mr. Houston and Mr. Grace to repair on board with some 6 or 8 men, all armed. After several unsuccessful efforts to persuade Mr. Mason and Mr. Slidell to go with me peaceably, I called to Mr. Houston and ordered him to return to the ship with the information that the four gentlemen named in your order of the 8th instant were on board and force must be applied to take them out of the packet.

About three minutes after there was still greater excitement on the quarter-deck, which brought Mr. Grace with his armed party. I, however, deemed the presence of any armed men unnecessary and only calculated to alarm the ladies present and directed Mr. Grace to return to the lower deck, where he had been since first coming on board. It must have been less than half an hour after I boarded the *Trent* when the second armed cutter, under Lieutenant Greer, came alongside

(only two armed boats being used). He brought in the cutter 8 marines and 4 machinists in addition to a crew of some 12 men. When the marines and some armed men had been formed just outside of the main deck cabin, where these four gentlemen had gone to pack up their baggage, I renewed my efforts to induce them to accompany me on board. Still refusing to accompany me unless force was applied, I called in to my assistance four or five officers, and first taking hold of Mr. Mason's shoulder, with another officer on the opposite side, I went as far as the gangway of the steamer and delivered him over to Lieutenant Greer to be placed in the boat.

I then returned for Mr. Slidell, who insisted that I must apply considerable force to get him to go with me. Calling in at least three officers, he also was taken in charge and handed over to Mr. Greer. Mr. Macfarland and Mr. Eustis, after protesting, went quietly into the boat. They had been permitted to collect their baggage, but were sent in advance of it under charge of Lieutenant Greer.

I gave my personal attention to the luggage, saw it put in a boat and sent in charge of an officer to the *San Jacinto*. When Mr. Slidell was taken prisoner a great deal of noise was made by some of the passengers, which caused Lieutenant Greer to send the marines into the cabin. They were immediately ordered to return to their former position outside. I carried out my purpose without using any force beyond what appears in this report. The mail agent, who is a retired commander in the British navy, seemed to have a great deal to say as to the propriety of my course, but I purposely avoided all official intercourse with him. When I finally was leaving the steamer he made some apology for his rude conduct and expressed personally his approval of the manner in which I had carried out my orders. We parted company from the *Trent* at 3:20 p. m.

Very respectfully, your obedient servant,

D. M. FAIRFAX,
Lieutenant and Executive Officer.

Captain CHARLES WILKES, U. S. Navy,
Commanding San Jacinto.

[Enclosure 5.]

U. S. S. SAN JACINTO,
At Sea, November 12, 1861.

SIR: In accordance with your instructions I submit the following:

On November 8, between 1 and 2 o'clock p. m., I was ordered by Lieutenant Breese, acting executive officer, to shove off with the third cutter, and to go alongside of the English mail steamer, which was then lying to under our guns. In the boat with me were Third Assistant Engineer Hall, Paymaster's Clerk Simpson, Master's Mate Dahlgren, 1 sergeant, 1 corporal, 6 privates of marines, 4 machinists, and the crew consisting of 13 men, the whole party being well armed.

When I arrived at the steamer I was met on the guard by Mr. Grace with a message from Lieutenant Fairfax (who had preceded me on board) to bring the marines on board and to station them outside of the cabin, which I did; also to keep the spare men on the guard, and to have the boats' crews in readiness to jump on board if needed.

As soon as the marines were stationed I had the space outside and forward of the cabin kept clear of passengers, and assumed a position where I could see Lieutenant Fairfax, who was then engaged in conversation with persons in the cabin. He shortly came out, and told me

to remain as I was. He then went back into the cabin, and in a few minutes returned with Mr. Mason. He had his hand on his shoulder, and I think Mr. Hall had his on the other one. He transferred Mr. Mason to me, and I had the third cutter hauled up, into which he got. Shortly after Mr. Macfarland came out and got into the boat. I think he was unaccompanied by any of the officers. About this time I heard a good deal of loud talking in the cabin, and above all I heard a woman's voice. I could not hear what she said.

Mr. Fairfax appeared to be having an altercation with some one. There was much confusion created by the passengers and ship's officers, who were making all kinds of disagreeable and contemptuous noises and remarks.

Just then Mr. Houston came to me and said he thought there would be trouble. I told him to ask Mr. Fairfax if I should bring the marines. He returned with an answer to bring them in. At that time I heard some one call out, "Shoot him." I ordered the marines to come into the cabin, which they did at quick time. As they advanced the passengers fell back. Mr. Fairfax then ordered the marines to go out of the cabin, which they did, Mr. Slidell at the same time jumping out of a window of a stateroom into the cabin, where he was arrested by Mr. Fairfax, and was then brought by Mr. Hall and Mr. Grace to the boat, into which he got. Soon after Mr. Eustis came to the boat accompanied by Mr. Fairfax. I then, by his order, took charge of the boat and conveyed the gentlemen arrested, viz, Messrs. Slidell, Mason, Macfarland, and Eustis, to the *San Jacinto*, where I delivered them over to Captain Wilkes; this was about 2 o'clock. I then returned to the steamer. When I reached her the baggage of the gentlemen was being brought up and sent to the *San Jacinto*. Soon after Mr. Fairfax told me to send the marines and spare hands on board, which I did. He then left me in charge of our party, and went on board the *San Jacinto*. About 3 o'clock she ran under the *Trent's* stern. I was hailed and directed to come on board, which I did with all excepting Mr. Grace, Mr. Dahlgren, and Mr. Hall, who came in another boat.

Very respectfully, your obedient servant,

JAMES A. GREER,
Lieutenant.

Captain C. WILKES,
Commanding San Jacinto.

P. S.—I desire to add that it was about 1.35 p. m. when I went alongside the *Trent*. There were but two armed boats used during the day; a third boat, the crew of which were unarmed, went alongside during the detention. When I first went on board with the marines, and at intervals during my stay, the officers of the steamer made a great many irritating remarks to each other and the passengers, which were evidently intended for our benefit.

Among other things said were. "Did your ever hear of such an outrage?" "Marines on board! Why, this looks devilish like mutiny." "These Yankees will have to pay well for this." "This is the best thing in the world for the South." "England will open the blockade." "We will have a good chance at them now." "Did you ever hear of such a piratical act?" "Why, this is a perfect Bull Run." "They would not have dared to have done it if an English man-of-war had been in sight." The mail agent (a man in the uniform of a commander in the royal navy, I think) was very indignant and talkative, and tried several times to get me into a discussion of the matter. I told him I was not

there for that purpose. He was very bitter. He told me that the English squadron would raise the blockade in twenty days after his report of this outrage (I think he said outrage) got home; that the Northerners might as well give it up now, etc. Most all of the officers of the vessel showed an undisguised hatred for the Northern people and a sympathy for the Confederates. I will do the captain of the vessel the justice to say that he acted differently from the rest, being when I saw him very reserved and dignified.

The officers and men of our party took no apparent notice of the remarks that were made, and acted with the greatest forbearance.

Respectfully, JAS. A. GREER.

[Enclosure 6.]

U. S. STEAMER SAN JACINTO,
At Sea, November 13, 1861.

SIR: In obedience to your order of the 11th instant, I respectfully report that upon going alongside of the English steamer *Trent*, on the 7th of this month, Lieutenant Fairfax went on board, ordering the boatswain and myself to remain in the boat. A few minutes after this my attention was attracted by persons speaking in a loud and excited manner upon the steamer's upper deck. While considering its meaning the noise was repeated, which decided me to join Lieutenant Fairfax immediately on board. Found him surrounded by the officers of the ship and passengers, among whom I recognized Messrs. Slidell and Eustis. The confusion at this time passes description. As soon, however, as he could be heard, the mail agent (who was a retired lieutenant or commander in the British navy) protested against the act of removing passengers from an English steamer.

Lieutenant Fairfax requested Mr. Mason to go quietly to the *San Jacinto*, but that gentleman replied that he would "yield only to force;" whereupon I was ordered to our ship to report the presence of the above-named gentlemen, together with Mr. Macfarland, and ask that the remainder of our force be sent to the *Trent*, after which I returned to her, and, entering the cabin, saw Mr. Fairfax endeavoring to enter Mr. Slidell's room, which was then prevented in a measure by the excitement which prevailed in and around that gentleman's quarters.

The passengers (not including Messrs. Mason, Slidell, Eustis, and Macfarland) were disposed at this time to give trouble; some of them went so far as to threaten, and upon Lieutenant Greer being informed by me of this fact, he ordered the marines to clear the passageway of the cabin, but as Mr. Slidell had now come out of his stateroom through the window where we could get to him, the order to the marines was countermanded by Lieutenant Fairfax.

Mr. Slidell was removed to the boat by Mr. Grace and myself, and no more force was used than would show what would be done in case of necessity. Mr. Mason was taken in charge of by Lieutenant Fairfax and Third Assistant Engineer Hall. The two secretaries walked into the boat by themselves.

While we were on board of the *Trent* many remarks were made reflecting discreditably upon us and the Government of the United States. No one was more abusive than the mail agent, who took pains at the same time to inform us that he was the only person on board officially connected with Her Britannic Majesty's Government, who, he said, would in consequence of this act break the blockade of the Southern United States ports. Another person, supposed to be a passenger, was so violent that the captain ordered him to be locked up.

A short time before leaving the steamer I was informed by one of

her crew that the mail agent was advising the captain to arm the crew and passengers of his ship, which I immediately communicated to Lieutenant Greer. About 3:30 p. m. we returned to the *San Jacinto.*

I am, respectfully, your obedient servant,

J. B. HOUSTON,
Second Assistant Engineer, U. S. S. San Jacinto.

Captain CHARLES WILKES, *Commanding.*

[Enclosure 7.]

U. S. S. SAN JACINTO,
At Sea, November 13, 1861.

SIR: In obedience to your order of the 11th instant, I respectfully make the following report of what came under my observation on board the mail steamer *Trent* whilst hove to under our guns on the 8th instant:

I boarded the steamer in the third cutter, under the command of Lieutenant Greer. Immediately on reaching the steamer's deck I stationed 4 men (an oiler, assistant oiler, and 2 firemen), who accompanied me, in the port gangway. I then went into the cabin, where I saw Lieutenant Fairfax surrounded by a large number of passengers and the officers of the ship. He was conversing with Mr. Mason, and endeavoring to get him to come peaceably on board this ship. Mr. Mason refused to comply unless by force. Lieutenant Fairfax then said he would take him by force, and, taking hold of Mr. Mason's coat collar, gave an order, "Gentlemen, lay hands on him." I then laid hold of him by the coat collar, when Mr. Mason said he would yield under protest. I accompanied him as far as the boat, which was at the port gangway.

Returning to the cabin, Lieutenant Fairfax was at Mr. Slidell's room. After a short time Mr. Slidell came from his room through a side window. He also refused Lieutenant Fairfax's order to come on board this ship unless by force. I, with several of the officers, then caught hold and used sufficient power to remove him from the cabin. He was accompanied to the boat by Second Assistant Engineer Houston and Boatswain Grace. I then received an order from both Lieutenants Fairfax and Greer to retain the boat till Messrs. Eustis and Macfarland were found. I remained in the gangway till Messrs. Mason, Slidell, Eustis, and Macfarland shoved off, Lieutenant Greer having charge of the gentlemen.

There was a great deal of excitement and talking during the whole time, the officers of the steamer particularly endeavoring to thwart Lieutenant Fairfax in carrying out his orders. They also used very harsh expressions toward us, calling us pirates, piratical expedition, etc., and threatened to open our blockade in a few weeks. At one time the officers and a passenger made a demonstration. At the moment the marine guard came hastily in the cabin, but were immediately ordered back by Lieutenant Fairfax.

As far as I am able to judge, everything was conducted on our part in a peaceable, quiet, and gentlemanly manner, and most remarkably so by Lieutenant Fairfax, who certainly had sufficient cause to resort to arms. I remained on board the *Trent* till after the baggage belonging to the gentlemen had been sent, and finally returned to this ship with Lieutenant Greer.

Most respectfully, your obedient servant,

GEO. W. HALL,
Third Assistant Engineer, U. S. Navy.

Captain CHARLES WILKES,
Commanding U. S. S. San Jacinto.

[Enclosure 8.]

U. S. S. SAN JACINTO,
At Sea, November 12, 1861.

SIR: In compliance with your order of yesterday, I have the honor to state the following: Between the hours of 1:30 and 2 p. m. on Friday, November 8, I boarded the mail steamer *Trent* in the third cutter, under the command of Lieutenant James A. Greer, of this ship. Immediately after my arrival on board the *Trent* I was called into the cabin by Lieutenant Fairfax, who was endeavoring to persuade Mr. Mason to go peaceably on board the *San Jacinto*, which he obstinately refused to do, and said he would only go by force. Lieutenant Fairfax then said, "Gentlemen (addressing the officers of this ship then present, Mr. Geo. W. Hall, third assistant engineer, Mr. H. P. Grace, boatswain, and myself), lay your hands on Mr. Mason," which we accordingly did. Mr. Mason then said, "I yield to force," or words to that effect, when a gentleman alongside in uniform, apparently an officer of the *Trent*, said, "Under protest." Mr. Mason then said, "I yield to force under protest and will go." There was a great deal of excitement on board during this time, and the officers and passengers of the steamer were addressing us by numerous opprobrious epithets, such as calling us pirates, villains, traitors, etc. The above occurred on the port side of the cabin. Immediately after I was ordered by Lieutenant James A. Greer to take charge on the starboard side, as some of our boats were coming alongside to take the personal effects of the prisoners. I remained there until about 3 p. m., when I was ordered by Lieutenant James A. Greer to return on board the *San Jacinto* in charge of a portion of the prisoners' baggage.

I am, sir, very respectfully, your obedient servant,

ROBERT G. SIMPSON,
Paymaster's Clerk.

Captain CHARLES WILKES,
Commanding U. S. S. San Jacinto.

[Enclosure 9.]

U. S. S. SAN JACINTO,
At Sea, November 12, 1861.

SIR: In obedience to your order, I hereby state that I was one of those who boarded the *Trent*, mail packet. Mr. Mason, Mr. Macfarland, and Eustis stepped quietly into the boats, and were removed to the *San Jacinto*. Mr. Slidell, however, on a flat refusal to leave the ship in any other manner, was, by a gentle application of force, placed in the boat and removed.

Everything was conducted in an orderly, gentlemanly manner, as far as it came under my observation.

I remain, your obedient servant,

CHARLES B. DAHLGREN,
[*Master's Mate.*]

Captain CHARLES WILKES.

[Enclosure 10.]

U. S. S. SAN JACINTO,
At Sea, November 12, 1861.

SIR: In obedience to your orders of the 12th instant, I have the honor to make the following statement:

On the 8th instant, about 1:30 p. m., I was ordered to accompany

Lieutenant D. M. Fairfax in the second cutter to board the mail steamer *Trent*, then hove to under the guns of the San Jacinto. Lieutenant Fairfax ordered Mr. Houston and myself to remain in the boat while he went on board. A few minutes after Mr. Fairfax boarded her we heard some loud talking on deck, and Mr. Houston went on board to see if Mr. Fairfax needed assistance. He shortly returned and delivered Lieutenant Fairfax's order that I should come on board with the crew. I came on board, found Mr. Fairfax surrounded by ladies and gentlemen, and reported to him. He ordered me to remain in the gangway with the men. He was talking at the time to Mr. Mason, persuading him to come on board the *San Jacinto* without further force being used. Soon after another boat came alongside in charge of Lieutenant Jas. A. Greer. He went in the cabin; soon afterward Lieutenant Fairfax ordered me to wait on Mr. Slidell to the boat. At this order some of the passengers began to shout, and the marines rushed in the cabin, but Lieutenant Fairfax ordered them back to the gangway.

I saw Mr. Slidell in the second cutter. Messrs. Mason, Eustis, and Macfarland were in the boat. Mr. Greer returned with those gentlemen to the *San Jacinto*, and I was charged to bring the baggage and effects of the gentlemen on board the *San Jacinto*, which I did, and reported my return to Lieutenant Breese. All the officers of this ship that boarded her have been grossly abused by the officers and passengers of the mail steamer.

I am, sir, very respectfully, you obedient servant,

H. P. GRACE,
Boatswain, U. S. Navy.

Captain CHARLES WILKES,
Commanding U. S. S. San Jacinto.

[Enclosure 11.]

U. S. S. SAN JACINTO,
At Sea, November 9, 1861.

SIR: We desire to communicate to you by this memorandum the facts attending our arrest yesterday on board the British mail steamer *Trent*, by your order, and our transfer to this ship.

We, the undersigned, embarked at Havana on the 7th instant as passengers on board the *Trent*, Captain Moir, bound to the island of St. Thomas, the *Trent* being one of the regular mail and passenger line of the British Royal Steamship Company running from Vera Cruz via Havana to St. Thomas and thence to Southampton, England. We paid our passage money for the whole route from Havana to Southampton to the British consul at Havana, who acts as the agent or representative of the said steamship company, Mr. Slidell being accompanied by his family, consisting of his wife, four children, and a servant, and Mr. Eustis by his wife and servants.

The *Trent* left the port of Havana about 8 o'clock a. m. on the morning of the 7th instant, and pursued her voyage uninterruptedly until intercepted by the U. S. S. *San Jacinto*, under your command, on the day following (the 8th instant), in the manner now to be related.

When the *San Jacinto* was first observed, several miles distant, the *Trent* was pursuing the usual course of her voyage along the Old Bahama or Nicholas Channel; was about 240 miles from Havana, and in sight of the light-house of Paredon Grande, the *San Jacinto* then lying stationary, or nearly so, about the middle of the channel, and

where it was some 15 miles wide, as since shown us on the chart, the nationality of the ship being then unknown.

When the *Trent* had approached near enough for her flag to be distinguished, it was hoisted at the peak and at the main, and so remained for a time. No flag was shown by the *San Jacinto*. When the *Trent* had approached within a mile of the *San Jacinto*, still pursuing the due course of her voyage, a shotted gun was fired from the latter ship across the course of the *Trent*, and the United States flag at the same time displayed at the peak. The British flag was again immediately hoisted as before, by the *Trent*, and so remained. When the *Trent* had approached, still on her course, within from 200 to 300 yards of the *San Jacinto*, a second shotted gun was fired from your ship again across the course of the *Trent*. When the *Trent* got within hailing distance, her captain inquired what was wanted. The reply was understood to be they would send a boat, both ships being then stationary, with steam shut off. A boat very soon put off from your ship, followed immediately by two other boats, with full crews, and armed with muskets and side arms.

A lieutenant in the naval uniform of the United States and with side arms boarded the *Trent*, and in the presence of most of the passengers, then assembled on the upper deck, said to Captain Moir that he came with orders to demand his passenger list. The captain refused to produce it, and formally protested against any right to visit his ship for the purpose indicated. After some conversation importing renewed protests on the part of the captain against the alleged object of the visit, and on the part of the officer of the *San Jacinto*, that he had only to execute his orders, the latter said that two gentlemen, naming Mr. Slidell and Mr. Mason, were known to be on board, as also two other gentlemen, naming Mr. Eustis and Mr. Macfarland, and that his orders were to take and carry them on board the *San Jacinto*. It should have been noted that on first addressing the captain the officer announced himself as a lieutenant of the U. S. S. *San Jacinto*. The four gentlemen thus named being present, the lieutenant addressed Mr. Slidell, and afterward Mr. Mason, repeating that his orders were to take them, together with Mr. Eustis and Mr. Macfarland, and carry them on board his ship, which orders he must execute. Mr. Slidell and Mr. Mason, in reply, protested in the presence of the captain of the *Trent*, his officers and passengers, against such threatened violation of their persons and of their rights, and informed the lieutenant that they would not leave the ship they were in unless compelled by the employment of actual force greater than they could resist, and Mr. Eustis and Mr. Macfarland united with them in expressing a like purpose. That officer stated that he hoped he would not be compelled to resort to the use of force, but if it became necessary to employ it in order to execute his orders he was prepared to do so. He was answered by the undersigned that they would submit to such force alone. The lieutenant then went to the gangway, where his boats were, the undersigned going at the same time to their staterooms on the deck next below, followed by Captain Moir and by the other passengers.

The lieutenant returned with a party of his men, a portion of whom were armed with side arms, and others appearing to be a squad of marines having muskets and bayonets. Mr. Slidell was at this time in his stateroom, immediately by and in full view. The lieutenant then said to Mr. Mason that having his force now present he hoped to be relieved from the necessity of calling it into actual use. That gentleman again answered that he would only submit to actual force greater

than he could overcome, when the lieutenant and several of his men, by his order, took hold of him in a manner and in numbers sufficient to make resistance fruitless, and Mr. Slidell joining the group at the same time, one or more of the armed party took like hold of him, and these gentlemen at once went into the boat.

During this scene many of the passengers became highly excited and gave vent to the strongest expressions of indignation, seeming to indicate a purpose of resistance on their part, when the squad, armed with muskets, with bayonets fixed, made a sensible advance of one or two paces, with their arms at a charge. It must be added here, omitted in the course of the narrative, that before the party left the upper deck an officer of the *Trent*, named Williams, in the naval uniform of Great Britain, and known to the passengers as having charge of the mails and accompanying them to England, said to the lieutenant that, as the only person present directly representing his Government, he felt called upon, in language as strong and as emphatic as he could express, to denounce the whole proceeding as a piratical act.

Mr. Slidell and Mr. Mason, together with Mr. Eustis and Mr. Macfarland, against whom force had in like manner been used, were taken to the *San Jacinto* as soon as they entered the boat. When they reached your ship you received them near the gangway, announcing yourself as Captain Wilkes, the commander of the ship, and conducted them to your cabin, which you placed at their disposal.

When the undersigned came on board they found the men at their quarters and the guns bearing on the *Trent*. After some time occupied in bringing on board our luggage and effects, the *San Jacinto* proceeded to the northward, through the Santarem Channel, the *Trent* having been detained from three to four hours.

The foregoing is believed to be a correct narrative in substance of the facts and circumstances attending our arrest and transfer from the British mail steamer to the ship under your command, and which we doubt not will be corroborated by the lieutenant present, as well as by all who witnessed them.

The incidents here given in detail may not have been witnessed by each one of the undersigned individually, but they were by one or more of them. As for the most part they did not pass under your notice, we have deemed it proper to present them in this form before you, expressing the wish that if considered incorrect in any part the inaccuracies may be pointed out.

With a respectful request that you will transmit a copy of this paper to the Government of the United States, together with your report of the transaction, to facilitate which a copy is herewith inclosed,

We have the honor to be, very respectfully, your obedient servants,

JOHN SLIDELL.
J. M. MASON.
GEORGE EUSTIS.
J. E. MACFARLAND.

Captain [CHARLES] WILKES, U. S. Navy,
Commanding San Jacinto.

[Enclosure 12.]

U. S. S. SAN JACINTO,
At Sea, November 13, 1861.

GENTLEMEN: Your letter dated the 9th instant was handed to me yesterday. I shall transmit it, agreeably to your request, to the honor-

able Secretary of the Navy with my report of the transaction to which it refers.

In reply to your wish to have any inaccuracies it may contain pointed out, I deem it my duty to say the facts differ materially in respect to the time and circumstances. The facts in my possession are derived, first, from the log book (the official record of the ship); and second, from the reports, in writing, of all the officers who visited the *Trent*, all which will form a part of my report.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Captain, Commanding San Jacinto.

Messrs. JOHN SLIDELL, JAMES M. MASON, GEORGE EUSTIS, J. E. MACFARLAND.

[Enclosure 13.]

U. S. S. SAN JACINTO, *November 15, 1861.*

SIR: Before leaving your ship we think it proper that we should state that since we have been on board of her we have uniformly been treated with great courtesy and attention.

Very respectfully, your obedient servants,

JOHN SLIDELL.
J. M. MASON.
J. E. MACFARLAND.
GEORGE EUSTIS.

Captain WILKES,
Commanding U. S. S. San Jacinto.

Report of Flag-Officer Goldsborough, U. S. Navy, commanding U. S. flagship Minnesota, of arrival at Hampton Roads of Messrs. Mason and Slidell.

U. S. FLAGSHIP MINNESOTA,
Hampton Roads, November 15, 1861.

SIR: The *San Jacinto*, Captain Wilkes, has just arrived (2 p. m.) from the Bahama Channel. She put in here for coal in order to get to New York. She has on board Messrs. Slidell, Mason, Eustis, and Macfarland, all of whom she took out of the English steamer *Trent* on the 8th instant. The moment she gets through with taking on board 100 tons of coal she will start for New York.

Respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Wilkes, U. S. Navy, commanding U. S. S. San Jacinto, of arrival at Hampton Roads.

U. S. S. SAN JACINTO,
Hampton Roads, November 15, 1861.

SIR: I have found it impossible to reach New York, my coal being exhausted; I have but one half day's supply remaining on board. I shall obtain sufficient in a few hours to proceed forthwith to my desti-

nation, New York, where I hope to receive your instructions relative to the Confederate prisoners I have on board, and this ship.

I have determined to send Commander A. Taylor, U. S. Navy, who is a passenger in this ship from the coast of Africa, to Washington by the boat as bearer of dispatches, and have given him orders to report to you in person. He will be able to answer you all and every question relative to the subject of my dispatch, of which he is the bearer.

Believing that the Department has entertained doubts of the loyalty of Commander Taylor, it affords me great pleasure to say that my intercourse with him has fully satisfied me that no one is more loyal to the Union in the Navy.

I have the honor to be, very respectfully, your obedient servant,

CHARLES WILKES,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy.

Report of Captain Wilkes, U. S. Navy, commanding U. S. S. San Jacinto, of the legal aspect of the capture of Messrs. Mason and Slidell.

U. S. S. SAN JACINTO,
At Sea, November 16, 1861.

SIR: In my dispatch by Commander Taylor I confined myself to the reports of the movements of this ship and the facts connected with the capture of Messrs. Slidell, Mason, Eustis, and Macfarland, as I intended to write you particularly relative to the reasons which induced my action in making these prisoners.

When I heard at Cienfuegos, on the south side of Cuba, of these commissioners having landed on the island of Cuba, and that they were at The Havannah, and would depart in the English steamer of the 7th November, I determined to intercept them, and carefully examined all the authorities on international law to which I had access, viz, Kent, Wheaton, Vattel, besides various decisions of Sir William Scott and other judges of the admiralty court of Great Britain, which bore upon the rights of neutrals and their responsibilities.

The governments of Great Britain, France, and Spain having issued proclamations that the Confederate States were viewed, considered, and treated as belligerents, and knowing that the ports of Great Britain, France, Spain, and Holland in the West Indies were open to their vessels, and that they were admitted to all the courtesies and protection vessels of the United States received, every aid and attention being given them, proved clearly that they acted upon this view and decision, and brought them within the international law of search and under the responsibilities. I therefore felt no hesitation in boarding and searching all vessels of whatever nation I fell in with, and have done so.

The question arose in my mind whether I had the right to capture the persons of these commissioners, whether they were amenable to capture. There was no doubt I had the right to capture vessels with written dispatches; they are expressly referred to in all authorities, subjecting the vessel to seizure and condemnation if the captain of the vessel had the knowedge of their being on board, but these gentlemen were not dispatches in the literal sense, and did not seem to come under that designation, and nowhere could I find a case in point.

That they were commissioners, I had ample proof from their own avowal, and bent on mischievous and traitorous errands against our country, to overthrow its institutions and enter into treaties and alliances with foreign states, expressly forbidden by the Constitution. They had been presented to the captain-general of Cuba by Her Britannic Majesty's consul-general, but the captain-general told me that he had not received them in that capacity, but as distinguished gentlemen and strangers.

I then considered them as the embodiment of dispatches, and as they had openly declared themselves as charged with all authority from the Confederate Government to form treaties and alliances tending to the establishment of their independence, I became satisfied that their mission was adverse and criminal to the Union, and it therefore became my duty to arrest their progress and capture them, if they had no passports or papers from the Federal Government, as provided for under the law of nations, viz, that foreign ministers of a belligerent on board of neutral ships are required to possess papers from the other belligerent to permit them to pass free.

Report and their assumption gave them the title of ministers to France and England, but inasmuch as they had not been received by either of these powers I did not conceive they had any immunity attached to their persons, and were but escaped conspirators, plotting and contriving to overthrow the Government of the United States, and they were therefore not to be considered as having any claim to the immunities attached to the character they thought fit to assume. As respects the steamer in which they embarked, I ascertained in The Havannah that she was a merchant vessel plying between Vera Cruz, The Havannah, and St. Thomas, carrying the mail by contract.

The agent of the vessel, the son of the British consul at Havana, was well aware of the character of these persons; that they engaged their passage and did embark in the vessel; his father had visited and introduced them as ministers of the Confederate States on their way to England and France. They went in the steamer with the knowledge and by the consent of the captain, who endeavored afterwards to conceal them by refusing to exhibit the passenger list and the papers of the vessel. There can be no doubt he knew they were carrying highly important dispatches and were endowed with instructions inimical to the United States; this rendered his vessel (a neutral) a good prize, and I determined to take possession of her, and, as I mentioned in my report, send her to Key West for adjudication, where I am well satisfied she would have been condemned for carrying these persons, and for resisting to be searched; the cargo also was liable, as all the shippers were knowing to the embarkation of these live dispatches, and their traitorous motives and actions to the Union of the United States.

I forbore to seize her, however, in consequence of my being so reduced in officers and crew and the derangement it would cause innocent persons, there being a large number of passengers who would have been put to great loss and inconvenience as well as disappointment from the interruption it would have caused them in not being able to join the steamer from St. Thomas to Europe. I therefore concluded to sacrifice the interests of my officers and crew in the prize, and suffered the steamer to proceed, after the necessary detention to effect the transfer of these commissioners, considering I had obtained the important end I had in view, and which affected the interests of our country and interrupted the action of that of the Confederates.

I would add that the conduct of Her Britannic Majesty's subjects, both official and others, showed but little regard or obedience to her procla-

mation, by aiding and abetting the views and endeavoring to conceal the persons of these commissioners.

I have pointed out sufficient reasons to show you that my actions in this case were derived from a firm conviction that it became my duty to make these parties prisoners and to bring them to the United States.

Although in my giving up this valuable prize, I have deprived the officers and crew of a well-earned reward, I am assured that they are quite content to forego any advantages which might have accrued to to them under the circumstances. I may add that, having assumed the responsibility, I am willing to abide the result.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NAVY DEPARTMENT, *November 16, 1861.*

You will send the *San Jacinto* immediately to Boston and direct Captain Wilkes to deliver the prisoners at Fort Warren. Let their baggage be strictly guarded and delivered to the colonel at Fort Warren for examination. The *San Jacinto* will be paid off at Boston. Send amount of money required. Answer per telegraph.

GIDEON WELLES,
Secretary of the Navy.

Commodore H. PAULDING,
Commandant Navy Yard, New York.

Report of Captain Wilkes, U. S. Navy, commanding U. S. S. San Jacinto, of arrival at Newport, R. I.

U. S. S. SAN JACINTO,
Newport, R. I., November 20, 1861.

SIR: I intended to send you the enclosed dispatch from New York; but on my arrival in the narrows I was boarded by a steam tug with Marshal Murray and his deputy on board. As soon as they came on board and handed me your and Mr. Seward's dispatch, I headed the ship for Boston.

Adverse winds and want of coal compelled me to put in this port, and shall leave as soon as I have taken in sufficient coal to carry me to Boston.

Very respectfully, your obedient servant,

CHARLES WILKES,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

(Received November 21, 1861, from Newport R. I.)

I have been obliged to put in here for coal, being unable to reach Boston, owing to the severe winds we encountered. I shall coal the earliest moment for my destination. I forward you the contents of a

note received from the prisoners on board my ship, at their request, and ask for an early reply to its contents. It is as follows, viz:

SIR: You have informed us, in consequence of adverse winds and a short supply of coal, it is your intention to put into Newport, R. I. We have seen in the newspapers that the Government of the United States has decided that we shall be placed in custody of the commanding officer at Fort Warren, in Boston harbor. The voyage from Newport to Boston by sea at this season of the year will probably be tempestuous and disagreeable; still, we should, with the exception of one of the signers of this letter, who is much indisposed, prefer that mode of conveyance to Fort Warren to that by land. Still, we would much prefer to be placed in custody at Newport, on account of comparative mildness of climate and the delicate health of the undersigned, and we are willing to pledge ourselves not to make any attempt to escape nor to communicate with any person while there unless permitted so to do. We will esteem it a favor if you will by telegraph make our wishes known to your Government.

We have the honor to be, very respectfully, your obedient servants,

JOHN SLIDELL.
J. M. MASON.
J. E. MACFARLAND.
GEORGE EUSTIS.

I have forwarded you a dispatch relative to my reasons for making the capture of these commissioners by this day's mail.

Your obedient servant,

CHARLES WILKES.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 21, 1861.*

The Government has prepared no place for confinement of prisoners at Newport. The Department can not change the destination of the prisoners.

GIDEON WELLES,
Secretary of Navy.

Captain CHARLES WILKES,
Commanding U. S. S. San Jacinto, Newport, R. I.

Instructions from commandant navy yard, Boston, to Colonel Justin Dimick, U. S. Army, commanding at Fort Warren, Boston, with enclosed order from the Secretary of the Navy.

NAVY YARD, BOSTON, *November 22, 1861.*

SIR: I have the honor to enclose you a letter to Captain Wilkes, containing a telegram just received from the honorable Secretary of the Navy. In order to carry out the views of the Secretary, I have to request you will cause the letter to be handed Captain Wilkes before he shall permit a passenger or prisoner to land at the fort under your command. Be pleased to peruse the letter before sealing.

I am, respectfully, your obedient servant,

W. L. HUDSON,
Commandant.

Colonel JUSTIN DIMICK,
Commanding Fort Warren, Boston, Mass.

[Inclosure.]

NAVY YARD, BOSTON, *November 22, 1861.*

SIR: I enclose for your action copy of telegram just received from the Navy Department. Be pleased to carry out the wishes of the Department to the fullest extent in your power:

NAVY DEPARTMENT,
Washington, November 22, 1861.

Direct Captain Wilkes, immediately on his arrival, to have the effects of the rebel commissioners on board the *San Jacinto* thoroughly examined, and whatever papers may be found to send them by special messenger to the Department. Answer per telegraph.

GIDEON WELLES,
Secretary of Navy.

Captain WM. L. HUDSON,
Navy Yard.

I have informed the Department of the receipt of its telegram.

I am, respectfully, your obedient servant,

W. L. HUDSON,
Commandant.

Captain CHARLES WILKES,
Commanding Steamer San Jacinto.

Report of Captain Wilkes, U. S. Navy, commanding U. S. S. San Jacinto, of delivery of Messrs. Mason and Slidell to authorities at Fort Warren.

U. S. S. SAN JACINTO,
Boston, November 24, 1861.

SIR: I have the honor to report that I left Newport in this ship at 11:30 p. m. on the 21st instant en route for Boston, but on the next morning I was obliged to put into Holmes' Hole on account of the intense fog. We arrived off Boston light last evening, and anchored there, the night being very dark and a severe storm ahead.

I delivered the Confederate commissioners this morning to Colonel Dimick, commanding U. S. detachment at Fort Warren, from whom I obtained a receipt. So soon as the prisoners were landed I proceeded immediately to Boston, and at 2 p. m. anchored off the navy yard.

I have telegraphed you through Captain Hudson the amount of money required to pay off the crew, and shall await your further orders.

I am, sir, very respectfully, your obedient servant,

CHARLES WILKES,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

(Received November 27, 1861, from Boston.)

Captain Wilkes informs me that the baggage of the rebel commissioners was not examined by him, they being under the control of the marshal. My letter by the mail of this evening shows my action in relation [to] your first telegram on this subject.

W. L. HUDSON.

GIDEON WELLES,
Secretary of the Navy.

Report of commandant of Navy Yard, Boston, Mass., relative to examination of Confederate commissioners' effects on U. S. S. San Jacinto.

NAVY-YARD, *Boston, November 26, 1861.*

SIR: I have the honor to inform you that the telegram relative to the examination of the effects of the rebel commissioners was received at 5 p. m. on the 22d instant. At 6 p. m. I dispatched it, under charge of an officer, in a tug, for Fort Warren. It was handed to Colonel Dimick, as per the enclosed copies of my letters on the subject. The *San Jacinto* arrived twenty-four hours subsequently at Fort Warren, thus giving ample time for the fulfillment of your telegram.

I am, respectfully, your obedient servant,

W. L. HUDSON,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter of congratulation from Secretary of the Navy to Captain Wilkes, U. S. Navy, commanding U. S. S. San Jacinto, on the capture and delivery of Messrs. Mason and Slidell.

NAVY DEPARTMENT, *November 30, 1861.*

SIR: I congratulate you on your safe arrival, and especially do I congratulate you on the great public service you have rendered in the capture of the rebel emissaries. Messrs. Mason and Slidell have been conspicuous in the conspiracy to dissolve the Union, and it is well known that when seized by you they were on a mission hostile to the Government and the country. Your conduct in seizing these public enemies was marked by intelligence, ability, decision, and firmness, and has the emphatic approval of this Department. It is not necessary that I should in this communication, which is intended to be one of congratulation to yourself, officers, and crew, express an opinion on the course pursued in omitting to capture the vessel which had these public enemies on board, further than to say that the forbearance exercised in this instance must not be permitted to constitute a precedent hereafter for infractions of neutral obligations.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain CHAS. WILKES,
Commanding U. S. S. San Jacinto, Boston.

Letter from Hon. J. M. Mason, Confederate commissioner to England, to the Secretary of State of the Confederate States, setting forth a plan for passing the blockade of Charleston.

CHARLESTON, *October 5, 1861.*

DEAR SIR: It seems due to ourselves and to the occasion that you should be informed fully of the causes of delay, with the difficulties attending our expected departure from this port. The confidence of success expressed by those in charge of the subject when we left Richmond seems to have been based on the state of facts then and perhaps for sometime previously existing, in regard to the blockade.

There had been, it appears, but two ships off the harbor, generally a steam frigate and sloop of war, and the expectation was that going out at night, through the main channel, we might elude observation, or, if disappointed in that, could escape through the speed of our ship. For a day or two after our arrival the tide did not serve for departure at night; then there came strong winds at night, which, although they drove the squadron out to sea by reason of the surf created on the bar, prevented our passing over it. Before this obstacle ceased the squadron reappeared with the addition of another steamer, a clipper-built propeller, and from her trim and appearance apparently a fast ship. It was then projected to make the attempt through the Maffitt's Channel, though without the full sanction of the pilots, and this, I believe, we should have attempted but for the appearance at that time of another steam frigate, thus making the squadron to consist of three steamers beside the sloop of war. Such sudden and unusual accessions to the blockade of the port made us infer (as a high probability, at least) that our presence here and purpose had reached the enemy and was the cause of the unusual preparation we witnessed.

Mr. Slidell had determined to send his family back, and after full consideration of the whole case we could see no alternative but to take the route through Mexico, and so advised you by telegraph accordingly. Whilst awaiting your reply, the plan was suggested which was the subject of our telegram last night. There is a steamer belonging to this port and owned here, called the *Gordon*, now and for some time past under charter to the Government for harbor service, at (as we are told) $210 per day. She is something more than 500 tons burden, and was used as a coasting packet, crossing occasionally to Havana. After the war she was strengthened and refitted to be used as a privateer, and was so used for a short time, having now on board three rifled cannon. Her speed is equal to 15 knots per hour, and may be increased to 16, and of so light a draft of water that she can pass the bar at any time and is not confined to the channel ways. This account of the steamer we get from gentlemen here long acquainted with her and only interested to serve our cause. She is used every night to reconnoiter the enemy, going safely out to sea, where they lie, and keeping only out of reach of their guns. In the last two days she has done the same thing in the daytime, having on board Captains Ingraham and Pegram, with other officers of the *Nashville*, and accompanied yesterday by Mr. Slidell, with two of the young ladies of his family. They approached then within less than 3 miles of the squadron and were not molested, the steamers remaining at anchor. The squadron has become so familiar with the nightly and occasional daily proximity of this boat, of whose speed they are fully aware, that her presence does not disturb them; they ceased to give her chase. The naval officers here do not doubt that this steamer can run the blockade successfully day or night, and if pursued can not be overtaken. She can take a supply of coal for six or seven days without impairing her speed, and make the run successfully to Nassau or Havana, as may be decided on. Communicating with her owners, she is offered for sale at $62,000, the alleged cost to them; or for a charter at $10,000 for the trip to either of the ports named, the owners to bear all the expenses of the trip, reserving the privilege of bringing back "some $7,000 worth of cigars and other light articles." Mr. Trenholm, known at the State Department as an enlightened and patriotic merchant here, and to whom we are much indebted for his valuable counsels and aid, says that this charter money may be reduced probably one-half upon this

privilege of return cargo, and to effect which, should the Government determine to charter, he will lend his aid and cooperation.

I should add that in conversation yesterday in presence of Captains Ingraham and Pegram they agreed that the steamer *Gordon*, if purchased, would be a very valuable acquisition for coast defense. Her present armament is of good caliber—one a large pivot gun, apparently a 32-pounder—though, unfortunately, I did not make minute inquiry when on board. She is also amply furnished with small arms as a privateer.

I have thought this explanation due that you may have the facts and we be relieved of any apparent vacillation of purpose. It remains only to add that, come what may, if sanctioned by the Government we will embark at once in the *Gordon*, and doubt not can make the voyage successfully; otherwise no alternative would seem to remain but the route through Mexico, with its attendant difficulties and delays.

Very respectfully and truly, yours,

J. M. MASON.

Hon. R. M. T. HUNTER,
Secretary of State.

P. S.—I have read the foregoing to Mr. Slidell, who concurs in its statements.

J. M. M.

I omitted to state that on yesterday morning five ships were present off the harbor, the fifth being a steamer.

Letter from Hon. J. M. Mason, Confederate commissioner to England, to the Secretary of State of the Confederate States, regarding plans for his departure from Charleston.

CHARLESTON, *October 9, 1861.*

DEAR SIR: By telegram yesterday I informed you that pursuant to the authority given us by the State Department we have chartered the steamer *Gordon* for our transportation either to Nassau or Havana. The terms of the charter party are, for the consideration of $10,000 the ship is to go to either of those ports, or to both, at our option, with a clause reserving the right to extend the voyage to any other of the West India Islands, at the price of $500 per day for the extra service. We do not expect to have occasion for this latter service, but thought it best to provide for it, in the possible contingency of its becoming necessary to go to St. Thomas or other island to meet the British steamer. It is thought here by those well informed that the *Gordon* is not sufficiently a sea boat for the more distant island of Bermuda. Mr. Trenholm, of the firm of Fraser & Co., agrees to pay $5,000 of the charter money for the benefit of the return-cargo space not reserved by the owners. Thus, should we not extend the voyage beyond Havana (which is not anticipated), the cost to the Government will be but $5,000; all expenses of every kind are to be borne by the owners.

Since the arrangement was made they have been busily engaged in putting her in complete order for sea, and we fully expect to get off to-morrow night. Her light draft will enable her to go at any time, and by hugging close to shore will be enabled to escape the observation of the enemy's squadron. Our plan is in such way as may be found most safe and practicable to get on board one of the British steamers

of the mail line between the West Indies and England. The *Gordon* is too fast to be overtaken at sea. Since this change of arrangement we have seen nothing to dissatisfy us with it as the best that could be adopted.

The *Nashville*, we understand, is under orders from the Navy Department to sail immediately, and will probably endeavor to get off to-night. If the enemy are found in the position they occupy by day, the chances are very large that she must pass within reach of their guns; in such event her only hope of safety is that she may not be seen, or, if seen, may not be hit; against the latter risk her speed is much relied on.

You will of course be advised promptly when we are off.

Very respectfully and truly, yours,

J. M. MASON.

Hon. R. M. T. Hunter,
Secretary of State.

Letter from Hon. J. M. Mason to the Secretary of State of the Confederate States, reporting safe arrival at Cardenas, Cuba.

CARDENAS, CUBA, *October 18, 1861.*

SIR: I have the pleasure to apprise you of our safe arrival on the 16th instant at this port. We left Charleston at 1 a. m. on Saturday, 12th, as I told you we should do in my letter from there of the preceding day. Fortunately a rain came on at the moment of our departure, which, increasing the darkness, the better enabled us to elude the blockading squadron. We passed (as the captain reported) within a mile and a half of the nearest ship, the squadron then consisting of three steamers and a sloop of war (a sailing vessel). We could see their lights, apparently not distant, but presume we escaped observation, as we could see or hear no movement of the squadron. After we had passed them some 3 or 4 miles, abandoning the coast, we put directly out to sea, and by the outer passage made direct for Nassau. Off that port we learned from the pilots who came on board that there was no steamer or other regular communication thence to St. Thomas, the point of departure of the British steam line. We did not land, therefore, or cast anchor, but put off at once for the island of Cuba. I should have added that we reached Nassau about 4 p. m. on Monday. At sea, off the harbor of Cardenas, we met with a small Spanish war steamer, when we raised the Confederate flag and asked to speak them.

Our salutation (by dipping our flag) as the vessels approached each other was courteously returned, and the Spaniard laid to. Mr. Slidell, with Mr. Eustis, went on board, and on his return reported that he was received with great kindness and civility. We had been somewhat detained in finding our way over the shoal water of the Bahama Banks, and, it being doubtful whether the coal remaining would take us to Havana, it was determined to put into this port, the Spanish steamer kindly volunteering to attend and show us the way. We cast anchor off the town about 2 p. m., but our papers of clearance being directed to Havana, and there being some difficulty in getting the authorities together, we did not effect a landing until the next day (yesterday). The custom-house officers, however, were civil and attentive, and as soon as the local governor could be appealed to he dispensed with all formalities, and ourselves and baggage landed without further difficulty or inspection. I regret to say, however, that we shall have no steamer hence to St. Thomas until 9th November. The steamer for

Cadiz, once a month, departed on its voyage for Havana the day of our arrival here. We shall thus be detained in Cuba some three weeks. The island is said to be healthy. We shall go to Havana or its neighborhood, in a day or two, and remain there and thereabouts until the time for our departure.

We found a few Yankee vessels in port here, and learned that some of the captains loudly expressed their dissatisfaction at our being escorted into port by a Spanish man-of-war. The governor, with some of the principal gentlemen of the town, have called on and proffered us every attention, and so far as we can gather opinion from conversation and on the streets the sympathies of the people are entirely with us. I should not omit to add that a Mr. Casanuova, an acquaintance of Mr. Slidell, and who married a Virginia lady, learning at his plantation by a dispatch sent from here of our arrival, came immediately to town by a ride of 30 miles on horseback, and cordially and urgently invited our entire party to visit him at his plantations, both of sugar and coffee, and become his guests during our stay in the island; and, as further evidence of his kindness or sympathy, as may be, has arranged a special train of cars to take such of the party as can go there to-morrow. Mr. Slidell and his family and I will go for a few days. At Havana we shall endeavor to gather such information as may be useful to the Government as regards the disposition of the authorities and the people and transmit it thence by such opportunity as may be presented.

We think that our successful departure from Charleston, leaving the *Nashville* still there, will best vindicate the course we adopted in recommending to the Government the charter of the smaller steamer. From our experience in the matter, and knowing how closely the port was watched, we have every reason to congratulate ourselves on the result.

The steamer that brought us, under her new name of the *Theodora*, after replenishing her coal here, proceeded on her way to Havana, and I shall send this dispatch to meet her there, and I hope, to be safely taken by her to you.

We sent you from Charleston the charter party with her owners, and with it the engagement of the house of Fraser & Co. to pay $5,000 for the privilege of freighting her home from Havana, all which we hope will be acceptable to the Government.

Writing you thus fully, Mr. Slidell requests me to say that he has considered it unnecessary to write separately, but that he will do so from Havana.

I am gratified to add that notwithstanding the excessive heat all of our large party remain in good health. Thermometer from 96° to 98°.

With great respect, and very truly, yours,

J. M. MASON.

Hon. R. M. T. HUNTER,
Secretary of State.

Protest of Confederate commissioners to the British authorities regarding the capture of Messrs. Mason and Slidell.

LONDON, *November 27, 1861.*

The undersigned have the honor to submit to her Britannic Majesty's Government the following facts:

On the 7th of November instant James M. Mason, John Slidell,

James E. Macfarland, and George Eustis, citizens of the Confederate States of America, embarked on board of her Britannic Majesty's royal mail steam packet *Trent*, then in the harbor of Havana, Cuba, as passengers for Southampton, England.

On the 8th instant, when in the Bahama Channel, off the Paredon Grande light-house, the *Trent* was brought to by the firing of two guns, said to have been shotted, from a U. S. man-of-war, the *San Jacinto*, which vessel sent an officer and armed boat's crew on board of the *Trent*, and after some preliminary acts the officer demanded that the four passengers named above should be delivered up to him. The captain of the *Trent* refused to comply with this order, and the citizens of the Confederate States, above named, claimed the protection of the British flag. The United States officer then proceeded to arrest those gentlemen by the aid of his armed crew, under circumstances of aggravating violence, and carried them as prisoners from the *Trent* to the *San Jacinto*.

The undersigned believe that this proceeding is in violation of international law and not justifiable under any treaty between the Government of her Britannic Majesty and that of the United States.

If it shall be insisted upon that these citizens were coming to England in the capacity of ambassadors, it is a sufficient reply that they were not recognized as such by the Government of the United States nor by that of her Majesty. The former Government looks upon them simply as rebellious citizens, the latter as the citizens of a belligerent power. No charge of their being bearers of dispatches was made by the United States officer; and if made it is confidently believed it would not justify their forcible seizure under the circumstances.

It may be conceded that these gentlemen had been commissioned by the President of the Confederate States to proceed to Europe and use their best endeavors to form friendly relations with the neutral European powers, but under such supposition the undersigned insist that they were not liable to seizure upon the deck of a neutral in the manner in which they were seized, for the reasons, first, that such a procedure can only be sustained upon the principle that neutral States are not justifiable in entertaining propositions for the recognition of and commercial intercourse with belligerent powers; second, that these persons were proceeding from a neutral port to a neutral port in a neutral vessel.

It may be conceded that ambassadors proceeding from an enemy's port to a neutral port are liable to seizure under a neutral flag; but the undersigned have been unable to find a principle of international law or a precedent which justifies such a procedure when the ambassador is proceeding from one neutral port to another. In fact, a high American authority, President Woolsey, lays it down as incontrovertible that a neutral vessel may convey unmolested an ambassador of the enemy or dispatches of the enemy to and from his own or any other neutral government. (Introduction to Study of International Law, p. 408, "On the relations between belligerents and neutrals," by Theodore D. Woolsey, Yale College, Boston, 1860.)

Mr. Wheaton seems to sustain this view, for after laying down the general principle that "the fraudulent carrying of dispatches will also subject the neutral vessel in which they are transported to capture and confiscation," he further says: "But carrying the dispatches of an ambassador or other public minister of the enemy resident in a neutral territory is an exception to the reasoning on which the above general rule is founded." The author says: "The neutral country has a right to

preserve its relations with the enemy, and you are not at liberty to conclude that any communication between them can partake in any degree of the nature of hostility against you." Most assuredly, then, the bearers of such dispatches, or the ambassadors themselves, are not liable to seizure on a neutral vessel, when proceeding from one neutral country to another.

The undersigned think that it will be found on examination that when an ambassador has been held to be liable to seizure on a neutral vessel while on his passage it has been when the neutral vessel received him in the enemy's port or was carrying him to the enemy's port. In the present case the persons seized were received as simple passengers on the neutral vessel, bound from one neutral country to another.

The undersigned submit also this further view of the case: Granting that the persons seized were liable to seizure, it is submitted that the question of liability is a judicial question. For the decision of all such questions admiralty courts are established, and in those courts alone, where both parties can be heard, could they be determined. The only proper course was a seizure of the *Trent*, with her cargo and passengers, and a submission of the whole matter to a judical tribunal.

The undersigned therefore feel it to be their duty to protest against this act of illegal violence done by the Government of the United States to citizens of the Confederate States on board of an English vessel, by which they have been torn from their families and committed to a loathsome prison. They feel it to be their duty to lay the facts before the Government of her Britannic Majesty, and to claim for their imprisoned countrymen the full benefit of that protection to which every private person who seeks shelter under the British flag and demeans himself according to British law has heretofore ever been held to be entitled.

The undersigned therefore confidently hope that her Majesty's Government will cause those citizens of the Confederate States who have been so illegally taken from the deck of a British vessel to be restored to the position which they enjoyed under the protection of the British flag when seized, or to the port whither they were bound, and to which her Majesty's Royal Mail Steam Packet Company had engaged to take them after having received the usual compensation.

The undersigned have the honor to assure his lordship of their very high consideration.

W. L. YANCEY.
P. A. ROST.
A. DUDLEY MANN.

The Right Honorable EARL RUSSELL.

Report of Confederate commissioners in London to Hon. R. M. T. Hunter of the capture of Messrs. Mason and Sliddell.

COMMISSION OF THE CONFEDERATE STATES OF AMERICA,
London, December 2, 1861.

SIR: We have the honor to acknowledge receipt on the 27th ultimo of dispatches Nos. 8 and 9, of date the 24th of August, as also of dispatch No. 10, dated 23d September, 1861.

It is our painful duty to communicate to you that on the 8th of November ultimo Messrs. John Slidell, James M. Mason, James E. Macfarland, and George Eustis were forcibly taken by the U. S. man-of-war *San Jacinto*, from her Britannic Majesty's royal mail steam packet *Trent* while on her passage from Havana, Cuba, to the island of St. Thomas, when in the Bahama passage off the Paredon Grande light-house.

The facts as far as we have been able to learn them, and we believe them to be entirely reliable, are as follows: On the 7th of November Messrs. Slidell and Mason, with their suite, embarked on board the *Trent* in the harbor of Havana as passengers for Southampton, England. On the morning of the 8th of November, when in the narrowest part of the Bahama passage, off Paredon Grande light-house, the *San Jacinto* was seen lying to in the passage. When the *Trent* came within half a mile, or less, the *San Jacinto* ran up the United States flag, and simultaneously fired a round shot across the bows of the *Trent*, immediately afterwards firing a shell, which exploded within 100 yards of that vessel. The captain of the *Trent* then displayed the British flag, and, being within hailing distance, demanded to know what was wanted. The reply from the officer of the *San Jacinto* was that he wished to send a boat alongside. The *Trent* was then brought to, and Lieutenant Fairfax, with an armed boat's crew from the *San Jacinto*, boarded her. He demanded of the captain a list of his passengers. This was refused. The lieutenant then said that the captain of the *San Jacinto* was informed that Messrs. Mason, Slidell, Macfarland, and Eustis were on board, and that he was instructed to seize them. These gentlemen at once avowed their presence, but claimed the protection of the British flag.

The United States officer replied that unless they were surrendered to him he should take possession of the ship, which he accordingly did, and after a solemn protest by the admiralty officer on board the *Trent* against the whole proceeding, those gentlemen were seized at the point of the bayonet.

Lieutenant Fairfax further said that he was instructed to lay the ship alongside the *San Jacinto*. The captain of the *Trent* replied that he was going to his quarter-deck, adding, "If you want me you will find me there," and at once proceeded to the quarter-deck. Lieutenant Fairfax left the *Trent*, however, without further enforcing his order, carrying with him Messrs. Slidell, Mason, Macfarland, and Eustis as prisoners, and the *Trent* then proceeded upon her voyage.

All the papers, letters, and dispatches under charge of Messrs. Slidell and Mason were brought to us on the 27th instant, immediately after the arrival of the West India mail packet at Southampton, by Mr. Hanckel, of Charleston.

Under these peculiar circumstances the members of the commission, after consultation, taking into consideration the great interests of the Confederate States, have severally come to the conclusion that it is the duty of each to remain near this Government and that of France until further advised by the President. In consequence we have addressed to her Britannic Majesty's Government a solemn remonstrance against the outrage perpetrated by the United States in thus forcibly seizing the persons of citizens of the Confederate States on board of an English vessel at sea.

We have also, in obedience to instructions of the President to the Hon. James M. Mason, communicated to her Britannic Majesty's Government a copy of the list of vessels which had arrived at and cleared

from the Confederate ports from the date of the proclamation of the blockade to the 20th of August, 1861, and also a copy of the resolutions of Congress of the 13th of August, 1861, touching the declaration of the conference of Paris. We annex copies of both of these notes.

We also send with this dispatch, for the information of the Department, certain editorials of the London journals, indicating the state of public opinion upon the seizure of Messrs. Slidell and Mason and their secretaries.

The editorial from the Morning Post is understood to be inspired by Lord Palmerston; that from the Times of the 29th is understood to be from the foreign office.

Having carefully read the different papers, we find that there is but one daily journal in London that entertains the opinion that the act of the *San Jacinto* is justifiable. That is the Morning Star, the supposed organ of Mr. Bright and Mr. Cobden, and used as one by Mr. Adams.

It is believed in well-informed circles, and, in fact, we may say that it has been communicated to us by persons connected with high official personages in the Government, that the cabinet in council on the 30th ultimo determined, upon a report of the law officers of the Crown, that the act of the commander of the *San Jacinto* was illegal, and that a demand should be made on the Government of the United States for apology and the restitution of Messrs. Slidell, Mason, Macfarland, and Eustis.

We have also received information in the same manner that the blockade is considered to be ineffective—entirely so—by the members of the cabinet.

After a full consideration of the question, we have not as yet deemed it advisable to again formally press the recognition of the Confederate States upon the Government of Great Britain at this moment, but will await a favorable opportunity to do so. At this time we think it would meet with rejection, at least before the answer of the Government of the United States to the demand which the British Government has made for apology and restitution shall be received.

The C. S. S. *Nashville* arrived at Southampton on the 21st ultimo, slightly injured in her wheelhouses and deck by adverse storms experienced on her passage. We learn from Lieutenant Pegram that on the 19th ultimo, in 70 fathoms of water, he captured and burned the ship *Harvey Birch*, of 1,500 tons burden, owned in New York, and in ballast from Havre. She was valued at $125,000. Her officers and crew were taken to Southampton and landed there. It is understood that the *Nashville* will be allowed to repair.

The U. S. armed steamship *James Adger* has been in the waters of England for the last few weeks. It was asserted that she came to seek for the *Nashville*. She was allowed to repair damages sustained on her voyage and to coal. Since then she has been hovering about the coast. We understand that, in reply to a demand as to her object by an officer of the admiralty, that the commander avowed that he was instructed to seize Messrs. Mason and Slidell wherever he could find them at sea, and that he expected to take them out of the West India mail packet. We were further informed that the United States officer was then advised that such an act would be considered as an insult to the British flag.

We have been advised that the opinion of the Emperor of the French and that of his ministry is, that the affair of the *Trent* is a great outrage upon the British flag.

We have enclosed extracts from various Paris journals, all taking the same view.

We are, sir, very respectfully, your obedient servants,

W. L. YANCEY.
P. A. ROST.
A. DUDLEY MANN.

Hon. R. M. T. HUNTER,
Secretary of State, Confederate States of America.

Letter from Hon. J. M. Mason, C. S. commissioner at London, to the Duke of Somerset, expressing obligations to the British naval authorities for kindness shown to himself and colleagues.

109 PICCADILLY, *February 13, 1862.*

MY LORD DUKE: I can not refrain, on arriving in England, from expressing to your grace and to the lords of the admiralty the grateful sense I entertain of the kindness and hospitality received from the naval authorities of Great Britain everywhere on our late protracted voyage to this country, a feeling, I know, that is equally entertained by my colleague, Mr. Slidell, and by our secretaries, Mr. Macfarland and Mr. Eustis.

To Captain Hewett, commander of her Majesty's ship *Rinaldo*, and to all his officers, this acknowledgment is especially due. Their courtesy, consideration, and most generous hospitality were unremitting, and under the circumstances of a tempestuous and prolonged voyage, we much fear, greatly to their personal inconvenience.

To Admiral Milne we are under great obligations for our courteous and hospitable reception at Bermuda, and particularly for his marked kindness in expediting our passage to St. Thomas.

I have the honor to be, very respectfully, your grace's most obedient servant,

J. M. MASON.

His Grace the DUKE OF SOMERSET.

Letter from the secretary of the British Admiralty to Hon. J. M. Mason, C. S. commissioner at London, acknowledging receipt of letter of thanks to the Duke of Somerset.

ADMIRALTY, *February 15, 1862.*

SIR: I have received and laid before my lords commissioners of the admiralty your letter of the 13th instant, addressed to the Duke of Somerset, bearing testimony to the kindness and hospitality which you state that yourself and Messrs. Slidell, Macfarland, and Eustis have received from her Majesty's naval officers during your recent voyage from the United States to this country.

My lords will communicate the purport of your letter to Vice-Admiral Sir Alexander Milne and the other officers concerned.

I am, sir, your most obedient servant,

W. G. ROMAINE.

J. M. MASON, Esq.,
109 Piccadilly.

Correspondence respecting the seizure of Messrs. Mason, Slidell, Macfarland, and Eustis, laid before Parliament in 1862.

The Secretary of the [British] Admiralty to Mr. Hammond.

ADMIRALTY [LONDON], *November 27, 1861.*

SIR: I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a letter, dated 9th instant, from Commander Williams, the agent for mails on board the contract steamer *Trent*, detailing the circumstances under which Messrs. Mason and Slidell, commissioners from the so-styled Confederate States of America to this country and France, and their secretaries, were forcibly taken out of the *Trent* by an armed party of officers and men from the U. S. ship of war *San Jacinto* on the 8th instant in the Bahama Channel.

I am, etc.,

W. G. ROMAINE.

E. HAMMOND, Esq.

[Enclosure.]

Commander Williams [R. N.] to Captain Patey [R. N.].

TRENT, *at Sea, November 9, 1861.*

SIR: There devolves on me the painful duty of reporting to you a wanton aggression on this ship by the U. S. war screw steamer *San Jacinto*, carrying a broadside of seven guns and a shell pivot gun of heavy caliber on the forecastle, which took place on the 8th instant in the Bahama Channel, abreast of the Paredon light-house.

The *Trent* left Havana at 8 p. m. on the 7th instant, with her Majesty's mails for England, having on board a large freight of specie, as well as numerous passengers, amongst whom were Messrs. Mason and Slidell, the former accredited with a special mission from the Confederate States to the Government of Great Britain, and the latter to the French Government, with their respective secretaries, Messrs. Macfarland and Eustis.

Shortly after noon on the 8th a steamer having the appearance of a man-of war, but not showing colors, was observed ahead hove to. We immediately hoisted our ensign at the peak, but it was not responded to until, on nearing her at 1:15 p. m., she fired a round shot from her pivot gun across our bows, and showed American colors. Our engines were immediately slowed, and we were still approaching when she discharged a shell from her pivot gun immediately across our bows, exploding half a cable's length ahead of us. We then stopped, when an officer, with an armed guard of marines, boarded us, and demanded a list of passengers, which demand being refused, the officer said he had orders to arrest Messrs. Mason, Slidell, Macfarland, and Eustis, and that he had sure information of their being passengers in the *Trent*. Declining to satisfy him whether such persons were on board or not, Mr. Slidell stepped forward and announced that the four persons he had named were then standing before him under British protection, and that if they were taken on board the *San Jacinto* they must be taken *vi et armis*, the commander of the *Trent* and myself at the same time protesting against this illegal act, this act of piracy, carried out by brute force, as we had no means of resisting the aggression, the *San Jacinto* being at the time on our port beam, about 200 yards off, her ship's company at quarters, ports open, and tompions out.

Sufficient time being given for such necessaries as they might require being sent to them, these gentlemen were forcibly taken out of the ship, and then a further demand was made that the commander of the *Trent* should proceed on board the *San Jacinto;* but as he expressed his determination not to go unless forcibly compelled likewise, this latter demand was not carried into execution.

At 3:40 we parted company, and proceeded on our way to St. Thomas, on our arrival at which place I shall deliver into the consul duplicates of this letter to Lord Lyons, Sir Alexander Milne, Commodore Dunlop, and the consul-general at Havana.

I have, etc.,

RICHARD WILLIAMS,
Commander, Royal Navy, Admiralty Agent in Charge of Mails.

Captain PATEY.

—

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *November 30, 1861.*

MY LORD: Intelligence of a very grave nature has reached her Majesty's Government. This intelligence was conveyed officially to the knowledge of the admiralty by Commander Williams, agent for mails on board the contract steamer *Trent.*

It appears from the letter of Commander Williams, dated "Royal mail contract packet *Trent*, at sea, November 9," that the *Trent* left Havana on the 7th instant with her Majesty's mails for England, having on board numerous passengers. Commander Williams states that shortly after noon on the 8th a steamer having the appearance of a man-of-war, but not showing colors, was observed ahead. On nearing her at 1:15 p. m. she fired a round shot from her pivot gun across the bows of the *Trent*, and showed American colors. While the *Trent* was approaching her slowly the American vessel discharged a shell across the bows of the *Trent*, exploding a half cable's length ahead of her. The *Trent* then stopped, and an officer, with a large armed guard of marines, boarded her. The officer demanded a list of the passengers, and compliance with this demand being refused, the officer said he had orders to arrest Messrs. Mason, Slidell, Macfarland, and Eustis, and that he had sure information of their being passengers in the *Trent.* While some parley was going on upon this matter, Mr. Slidell stepped forward and told the American officer that the four persons he had named were then standing before him. The commander of the *Trent* and Commander Williams protested against the act of taking by force out of the *Trent* these four passengers, then under the protection of the British flag. But the *San Jacinto* was at that time only 200 yards from the *Trent*, her ship's company at quarters, her ports open, and tompions out. Resistance was therefore out of the question, and the four gentlemen before named were forcibly taken out of the ship.

A further demand was made that the commander of the *Trent* should proceed on board the *San Jacinto;* but he said he would not go unless forcibly compelled likewise, and this demand was not insisted upon. It thus appears that certain individuals have been forcibly taken from on board a British vessel, the ship of a neutral power, while such vessel was pursuing a lawful and innocent voyage, an act of violence which was an affront to the British flag and a violation of international law.

Her Majesty's Government, bearing in mind the friendly relations which have long subsisted between Great Britain and the United States are willing to believe that the U. S. naval officer who committed, this aggression was not acting in compliance with any authority from his Government, or that if he conceived himself to be so authorized, he greatly misunderstood the instructions which he had received. For the Government of the United States must be fully aware that the British Government could not allow such an affront to the national honor to pass without full reparation, and her Majesty's Government are unwilling to believe that it could be the deliberate intention of the Government of the United States unnecessarily to force into discussion between the two governments a question of so grave a character, and with regard to which the whole British nation would be sure to entertain such unanimity of feeling.

Her Majesty's Government therefore trust that when this matter shall have been brought under the consideration of the Government of the United States that Government will, of its own accord, offer to the British Government such redress as alone would satisfy the British nation, namely, the liberation of the four gentlemen and their delivery to your lordship, in order that they may again be placed under British protection, and a suitable apology for the aggression which has been committed. Should these terms not be offered by Mr. Seward, you will propose them to him.

Your are at liberty to read this dispatch to the Secretary of State, and if he shall desire it you will give him a copy of it.

I am, etc.,

RUSSELL.

Lord LYONS.

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *November 30, 1861.*

MY LORD: Mr. Adams called upon me yesterday at the foreign office, by my desire.

I asked him whether he had any information or instructions which could throw light on the transactions which had occurred on board the *Trent*. I said the cabinet was about to meet, and I should be glad to receive any information which might assist their deliberations on this painful subject. Mr. Adams said he had no instructions or information which could throw light on what had occurred, nor did he know whether the captures which had taken place on board the *Trent* had the sanction of his Government or not.

I said in that case there would be no good, and there might be some harm, in discussing with him the merits of the question itself; but I wished him to repeat to me what he had told me some days ago in regard to the instructions to the commander of the *James Adger*.

Mr. Adams then said that he had seen the instructions to the commander of the *James Adger;* that they directed him to look out for the *Nashville*, a Confederate vessel, which it was supposed would convey Messrs. Mason and Slidell to England. He was directed, if that supposition should not turn out to be the fact, to return to the United States, but to keep an eye on any merchant vessel proceeding from this country with contraband of war. There was nothing in the instructions

directing the commander to interfere with any foreign ship bringing Messrs. Mason and Slidell to Europe. Mr. Adams then took his leave.

I am, etc.,

RUSSELL.

Lord LYONS.

Earl Russell to Lord Lyons.

[Extract.]

FOREIGN OFFICE [LONDON], *November 30, 1861.*

In my previous dispatch of this date I have instructed you, by command of her Majesty, to make certain demands of the Government of the United States.

Should Mr. Seward ask for delay in order that this grave and painful matter should be deliberately considered, you will consent to a delay not exceeding seven days. If at the end of that time no answer is given, or if any other answer is given except that of a compliance with the demands of her Majesty's Government, your lordship is instructed to leave Washington with all the members of your legation, bringing with you the archives of the legation, and to repair immediately to London.

If, however, you should be of the opinion that the requirements of her Majesty's Government are substantially complied with, you may report the fact to her Majesty's Government for their consideration, and remain at your post until you receive further orders.

You will communicate with Vice-Admiral Sir A. Milne immediately upon receiving the answer of the American Government, and you will send him a copy of that answer, together with such observations as you may think fit to make. You will also give all the information in your power to the governors of Canada, Nova Scotia, New Brunswick, Jamaica, Bermuda, and such other of her Majesty's possessions as may be within your reach.

RUSSELL.

Lord LYONS.

Earl Russel to the lords commissioners of the admiralty.

FOREIGN OFFICE [LONDON], *November 30, 1861.*

MY LORDS: I have received the Queen's command to transmit to your lordships the instructions which are to be sent to-day to Lord Lyons.

The Queen directs that copies of these instructions should be sent to Vice-Admiral Sir A. Milne. Vice-Admiral Sir A. Milne should be directed to communicate fully with Lord Lyons, and to take such measures as circumstances may seem to require. The vice-admiral will refrain from any act of hostility against the sea or land forces of the United States, except in self-defense. But as the act of wanton violence and outrage which has been committed makes it not unlikely that other sudden acts of aggression may be attempted, Vice-Admiral Sir A. Milne will take care not to place his ships in positions where they may be surprised or commanded by batteries on land of a superior force. He should not detach more than one line-of-battle ship and two frigates on the expedition to Vera Cruz, and he should dispose of the rest of his force in the manner in which it may prove most serviceable in case of hostilities. He will look to the safety of her Majesty's possessions in North America and the West Indies, and he will in all

respects execute all such commands as he may receive from your lordships to guide him in the performance of his arduous duties.

Your lordships will, no doubt, be of opinion that Admiral Milne ought not himself to go to Vera Cruz; and in that case an officer acquainted with the Mexican coast may be the most fitting person to act with Sir Charles Wyke in the discharge of duties on that coast.

I am, etc.,

RUSSELL.

The LORDS COMMISSIONERS OF THE ADMIRALTY.

Lord Lyons to Earl Russell.

[Extract.]

WASHINGTON, *November 19, 1861.* (Received December 2.)

I have already informed your lordship by telegraph that Mr. Mason and Mr. Slidell, who are believed to have been on their way to England and France as commissioners from the so-called Confederate Government, were taken by force out of the British mail packet *Trent* by the U. S. ship *San Jacinto* in the Bahama Channel and brought to this country as prisoners.

The copious extracts from American newspapers which I have the honor to enclose will make your lordship acquainted with such particulars concerning this unfortunate affair as have transpired here. They will also convey to you a tolerably correct idea of the impression which it has made upon the American public.

The evidence of the English witnesses on board the *Trent* will probably reach London about the same time as the present dispatch; without a knowledge of that evidence it is impossible for me to form any correct opinion on the character of the transaction. I have accordingly deemed it right to maintain the most complete reserve on the subject. To conceal the distress which I feel would be impossible, nor would it, if possible, be desirable; but I have expressed no opinion on the questions of international law involved; I have hazarded no conjecture as to the course which will be taken by her Majesty's Government. On the one hand, I dare not run the risk of compromising the honor and inviolability of the British flag by asking for a measure of reparation which may prove to be inadequate. On the other hand, I I am scarcely less unwilling to incur the danger of rendering a satisfactory settlement of the question more difficult by making a demand which may turn out to be unnecessarily great. In the present imperfect state of my information, I feel that the only proper and prudent course is to wait for the orders which your lordship will give with a complete knowledge of the whole case.

I am unwilling, moreover, to deprive any explanation or reparation which the U. S. Government may think it right to offer of the grace of being made spontaneously. I know, too, that a demand from me would very much increase the main difficulty which the Government would feel in yielding to any disposition which they may have to make amends to Great Britain. The American people would more easily tolerate a spontaneous offer of reparation made by its Government from a sense of justice than a compliance with a demand for satisfaction from a foreign minister.

LYONS.

Earl RUSSELL.

The Secretary of the [British] admiralty to Mr. Hammond.

ADMIRALTY [LONDON], *December 2, 1861.*
(Received December 3.)

SIR: With reference to my letter of the 27th ultimo, enclosing a copy of one dated the 9th of November, from Commander Williams, relative to the forcible removal of Messrs. Mason and Slidell and their secretaries from the *Trent*, contract steamer, by an armed party of officers and men from the *San Jacinto*, U. S. ship of war, I am commanded by my lords commissioners of the admiralty to send you herewith, for the information of Earl Russell, a copy of a memorandum made by Commander Williams at the admiralty on the 27th ultimo, and containing further information on the above-mentioned subject.

My lords did not send a copy of this memorandum at the time it was written, as Commander Williams on that day made a verbal statement at the foreign office; but it is now transmitted, as it may be useful hereafter, as showing the actual force used on the occasion, and the strong protest made against it by Commander Williams.

I am, etc.,

W. G. ROMAINE.

E. HAMMOND, Esq.

[Enclosure.]

Memorandum made by Commander Williams [R. N.], at the [British] admiralty, on the 27th of November, 1861, relative to the forcible seizure of Messrs. Mason and Slidell and their secretaries from on board the Trent.

On Mr. Slidell's announcing that the four persons inquired for were then standing before Lieutenant Fairfax, under British protection, and that if taken on board the *San Jacinto* they must be taken *vi et armis*, I addressed that officer in the following terms:

In this ship I am the representative of her Britannic Majesty's Government, and in the name of that Government I protest against this illegal act, this violation of international law, this act of piracy, which you would not dare to attempt on a ship capable of resisting such aggression.

It was then that Lieutenant Fairfax waved his hand toward the *San Jacinto*, and additional force was sent. The marines were drawn up at the entry port, bayonets fixed; and on Miss Slidell's uttering an hysterical scream on her being separated from her father—that is, on his breaking the window of his cabin and thrusting his body through to escape from the distressing scene of forcible separation from his family—they rushed into the passage at the charge. There were upward of 60 armed men in all, and the aforesaid gentlemen were there taken out of the ship, an armed guard on either side of each seizing them by the collar of the coat. Every inducement was held out, so far as importunate persuasion would go, to prevail on Mrs. Slidell and Mrs. Eustis, with the son and three daughters of the former, to accompany their husbands, but as they did not wish their wives to be subjected to imprisonment (Lieutenant Fairfax having replied to Mrs. Slidell's inquiry as to their disposal if they did accompany them, that they would be sent to Washington) they remained on board the *Trent*, and came on to England in *La Plata*.

The ships getting somewhat farther apart than when this affair commenced, a boat came from the *San Jacinto* to request us to approach nearer; to which I replied that they had the same power as ourselves, and if they wished to be nearer to us they had their own remedy.

[Translation.]

M. Thouvenel to M. Mercier. (Communicated to Earl Russell by Count Flahault December 6.)

PARIS, *December 3, 1861.*

SIR: The arrest of Messrs. Mason and Slidell on board the English packet *Trent* by an American cruiser has produced in France, if not the same feeling as in England, at least a sensation of extreme astonishment. Public opinion is at once directed to the legality and consequences of such an act, and the impression made has not been doubtful for an instant. The act has appeared so much at variance with the ordinary rules of international law that to the public mind the weight of the responsibility seems to fall exclusively upon the commander of the *San Jacinto.* We can not yet tell whether this supposition is correct, and the Government of the Emperor owes it to itself to examine from this standpoint the question raised by the taking of the two passengers from the *Trent.* The desire to aid in preventing a conflict, imminent, perhaps, between two powers for whom it entertains equally friendly feelings, and the duty of maintaining certain principles, essential to the security of neutrals, with a view to putting its own flag beyond injury, have, after mature reflection, convinced the Government that under the circumstances it can not remain entirely silent.

If, to our regret, the Cabinet of Washington were disposed to approve of the conduct of the commander of the *San Jacinto*, it would be by considering Messrs. Mason and Slidell as enemies or in looking upon them only as rebels. In either case there would be an extremely unfortunate forgetfulness of the principles on which we have always found the United States in accord with us.

By what right, in fact, did the American cruiser, in the first case, arrest Messrs. Mason and Slidell? The United States has recognized with us in all treaties between the two countries that the protection of the flag is extended to all persons found under it, enemies of one or both parties, unless actually in the military service of the enemy. Messrs. Mason and Slidell were then, by virtue of this principle, which we have found no difficulty in making part of our treaties of friendship and commerce, perfectly free under the neutral flag of England.

Unquestionably no person will pretend that these persons can be considered as contraband of war. What constitutes contraband of war, it is true, is not yet precisely established; the limits are not absolutely the same for all powers. But in that which relate to persons the particular stipulations met with in the treaties concerning military men define clearly the character of those who can be seized as belligerents. It is needless to explain that Messrs. Mason and Slidell can not be classed among such persons. It only remains, then, to plead in explanation of their seizure the pretext that Mason and Slidell were bearers of official dispatches of the enemy. Here let us recall a circumstance which governs all this affair and renders unjustifiable the conduct of the American cruiser. The *Trent* was not destined for a port of either belligerent. It left a neutral country, with passengers and cargo, embarked for a neutral port. If it is admissible that, under such circumstances, the neutral flag does not entirely protect the persons and merchandise that it carries, its exemption would be but an idle word; the commerce and navigation of the third powers would constantly suffer from innocent or even indirect relations with one or the other of the belligerents. These latter would no longer have power to exercise neutrality with entire impartiality to interdict all acts of hos-

tility, and would bring to the freedom of commerce and navigation restrictions of which modern international law refuses to admit the legality. We would thus return to some vexatious practices, against which, at other periods, no power has more decidedly protested than the United States.

If the Cabinet of Washington wishes to consider the two persons arrested only as rebels whom it has the right to seize, the question, to place it on another ground, can not be decided in favor of the conduct of the commander of the *San Jacinto*. There was in this case a disregard of the principle which makes a ship a part of the territory of the nation whose flag it carries, and consequently a violation of the immunity which allows a foreign sovereign to exercise jurisdiction. It is not necessary to recall the energy with which, on all occasions, the Government of the United States has defended this immunity and the right of asylum.

Not wishing to enter into a fuller discussion of the question raised by the capture of Messrs. Mason and Slidell, I have said enough, I think, to show that the Cabinet of Washington would be aware that it could not, without violation of the principles for which all the neutral powers are equally interested in securing respect, and without placing itself in contradiction to its own conduct up to this time, give approval to the action of the commander of the *San Jacinto*. In this state of affairs it should not hesitate, according to our opinion, as to the decision to adopt. Lord Lyons has already been instructed to present demands for satisfaction from the English Government, which, as formulated, consist in asking the immediate liberation of the persons taken from the *Trent*, and in making such explanations as will efface from this act the offense done to the British flag.

The Federal Government will be inspired by a just and high-minded sentiment in complying with these demands. It is impossible to conceive to what end or for what interest it would risk provoking by a different attitude a rupture with Great Britain. Seeing in such an act only a deplorable complication of all the difficulties with which the Cabinet of Washington has already to contend, and a precedent of a nature to seriously unsettle all the powers remaining outside the actual conflict, we desire to give proof of our loyal friendship for the Cabinet of Washington by not allowing it to remain in ignorance of our views on this subject. I desire you, sir, to take the earliest opportunity to speak candidly to Mr. Seward, and, if he so desire, give him a copy of this dispatch.

Receive, etc.,

THOUVENEL.

M. MERCIER.

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *December 6, 1861.*

MY LORD: Count Flahault read to me to-day a dispatch addressed to him by M. Thouvenel, covering one from M. Thouvenel to M. Mercier. In this letter M. Thouvenel reviews with great ability the question of the captures on board the *Trent*. He begins by saying that the transaction appeared to be so much at variance with the ordinary rules of international law that the impression on public opinion in France was that the commander of the *San Jacinto* could alone be responsible for it. If, however, the Cabinet of Washington should be

disposed to approve the conduct of that officer, it could do so only on one or other of the grounds of Mr. Mason and Mr. Slidell being enemies or being rebels, and in either case it would depart greatly from those principles on which hitherto France and the United States had been agreed.

As regards the former case, that, namely, of the two gentlemen being considered enemies, the United States in their treaties with France had recognized that the freedom of the flag extended to all persons, except military or naval officers actually in the service of the enemy, found under it; and according to this principle Mr. Mason and Mr. Slidell were free under the neutral flag of England.

Neither could those gentlemen be deemed contraband of war, for although no general rule as to contraband was universally admitted, the character of persons liable to be considered as contraband was, at all events, clearly defined, and Mr. Mason and Mr. Slidell did not bear that character.

Then, again, as regards the allegation that they were bearers of dispatches of the enemy, the conduct of the U. S. cruiser was wholly unjustifiable. The *Trent* was not destined for a port of either of the belligerents; she was on her voyage to a neutral country, with cargo and passengers which she had embarked in a neutral country; and if it were assumed that under such circumstances the neutral flag did not protect the passengers and cargo, the immunity of that flag would be an idle word, and restrictions wholly inadmissible according to the principles of modern times would thereby be imposed on the freedom of commerce and navigation.

As regards the latter case, that, namely, of Mr. Mason and Mr. Slidell being considered rebels, M. Thouvenel observes that neither in this case was the conduct of the commander of the *San Jacinto* justifiable, for he will have disregarded the received principle that a vessel forms part of the territory of the state whose flag it bears, and is therefore exempt from foreign jurisdiction.

Under these circumstances Mr. Thouvenel considers it impossible that the Cabinet of Washington should approve the conduct of the commander of the *San Jacinto*, and accordingly, in his opinion, it can not hesitate as to the decision which it should adopt. It should acquiesce in the demand which Lord Lyons was instructed to make for the immediate liberation of the two gentlemen, and for such explanation as may efface the offense done to the British flag. It is impossible to conceive what object or interest it could have in provoking by a different course a rupture with Great Britain. Such a rupture France would consider not only as lamentable with reference to the difficulties with which the Cabinet of Washington has already to contend, but also as establishing a precedent calculated seriously to disquiet all powers who are standing aloof from the conflict now going on; and M. Thouvenel considers that he is now furnishing a fresh proof of the friendship of France for the United States by not allowing the Cabinet of Washington to remain in ignorance of her sentiments on the present crisis.

Your lordship will perceive from this summary, which I am enabled to give you, of the instructions addressed by M. Thouvenel to M. Mercier, that the French minister is directed to give the moral support of his Government to the representations and requirements which you are instructed to make.

I am, etc.,

RUSSELL.

Lord LYONS.

Lord Lyons to Earl Russell

[Extract.]

WASHINGTON, *November 22, 1861.* (Received December 7.)

I transmit to your lordship herewith copies of the articles on the capture of Messrs. Mason and Slidell which have been published in the principal newspapers since I had the honor to address to you my dispatch of the 19th ultimo. To a person accustomed to the strong language of the American press these articles appear moderate and even subdued in tone. At all events, the line taken by the greater part of the newspapers is rather to argue that Great Britain has not the right to complain, and therefore will not do so, than to defy her to make objection, right or wrong. I wish I could add that the argument was generally carried on in courteous language or in a friendly spirit.

Your lordship may observe in several of the enclosed extracts from the American newspapers assertions concerning language stated to have been held by me in private conversation. These assertions are entirely without foundation. I have avoided the subject of the capture on board the *Trent* as much as possible, and have said no more than that it is an untoward event which I very much regret. I have, neither publicly nor privately, expressed any opinion whatever on the question of international law, or on the course likely to be taken by her Majesty's Government. I have had no communication on the subject, verbal or written, official or private, with any member of the Government of the United States.

Messrs. Mason and Slidell, with their secretaries, Messrs. Macfarland and Eustis, have been sent to Fort Warren, in Boston harbor.

LYONS.

Earl RUSSELL.

—

Lord Lyons to Earl Russell.

[Extract.]

WASHINGTON, *December 3, 1861.* (Received December 16.)

The second session of the Thirty-seventh Congress of the United States began yesterday at noon. The business done in the Senate was of a merely formal character. In the House of Representatives several motions were made for the confiscation or emancipation of slaves whose masters are not loyal to the United States.

Resolutions requesting the President to confine Mr. Mason and Mr. Slidell in felons' cells and treat them as prisoners convicted of infamous crimes were unanimously adopted with applause. Your lordship is aware that in retaliation for the treatment to which the crews of the captured Confederate privateers have been subjected, President Davis has treated in the same manner an equal number of the prisoners of war who are in his hands.

A resolution was adopted tendering the thanks of Congress to Captain Wilkes for his brave, adroit, and patriotic conduct in arresting and detaining Messrs. Mason and Slidell.

The authentic account of the proceedings will not be published in time for me to transmit a copy to your lordship to-day.

LYONS.

Earl RUSSELL.

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *December 19, 1861.*

MY LORD: Mr. Adams came to me to-day, at the Foreign Office, at 3 o'clock. He said he came to ask two questions which concerned himself personally. I interrupted him to ask whether what he was going to say was by order of his Government or from his own sense of what he ought to do. Mr. Adams answered that the proceeding was entirely his own, but that he had with him a dispatch from Mr. Seward which he was authorized to read to me if he should think fit to do so. It appeared, he said, from that dispatch that the Government of Washington had not authorized the capture of two insurgents, Mason and Slidell, and that the United States Government stood quite uncommitted at the time of sending the dispatch.

I said that if the dispatch did not enter into any controversy with regard to the case of Messrs. Mason and Slidell, I should be glad to hear it read. Mr. Adams then proceeded to read the dispatch. It commenced by referring with approbation to a speech made by Mr. Adams at the Mansion House, and proceeded to notice with gratification the sentiments which had been expressed by Lord Palmerston in a conversation he had held with Mr. Adams in reference to the *James Adger*.

Mr. Seward then proceeds to declare that the American Government value highly the friendship of Great Britain, and lament that certain causes of difference have arisen, owing, as Mr. Seward imagines, to the want of attention on the part of the British Government to the performance of the duties incumbent on a friendly power during the struggle in which the United States are engaged. Mr. Seward gives as instance the case of communication to the Confederate authorities by Mr. Bunch; the admission of the *Sumter*, privateer, to purchase coal and provisions at Trinidad, in distinction, as he said, to the conduct of every European state; and the arrival in the Southern States of vessels laden with arms and ammunition from England.

Mr. Seward then proceeds to the case of the *Trent*, from which ship the two insurgents had been taken. He affirms that no instructions were given to Captain Wilkes which authorized him to act in the manner he had done. Neither had the United States Government committed itself with regard to any decision upon the character of that act. The Government would wait for any representation the British Government might make before coming to any positive decision. He desires that, if Mr. Adams shall think it desirable, this dispatch shall be read to me and also to Lord Palmerston.

In answer to Mr. Adams, I touched upon most of the points treated of in the dispatch. I did not think it necessary, however, to recur to the case of Mr. Bunch.

With regard to the Confederate privateer, I said that I could not see that our conduct had been different from that of France and Holland or of Spain. The *Sumter* had been refused coal from the Government stores at Trinidad, but had been allowed to get coal and provisions from private merchants. The same thing had taken place at Martinique and at Curaçao. I did find that the rule of twenty-four hours had been observed in practice, but there would be little difficulty in coming to an agreement on this point.

In regard to the export of arms and ammunition to the Confederate States, I had lately read the opinion of the attorney-general, and believed it was in entire conformity with the provisions of the foreign-

enlistment act; warlike equipment of a vessel was prohibited, the loading a vessel with arms and ammunition was not prohibited. But in point of fact, a much greater amount of arms and ammunition had been sent to the Federal States, where there was no obstacle to the export or the import, than to the ports of the Confederate States, which were blockaded. Mr. Adams admitted this to be the fact, and said he had refrained from pressing a more rigorous compliance with the foreign-enlistment act for this reason.

I then stated to Mr. Adams the substance of the two dispatches I had written to Lord Lyons on the subject of the *Trent*.

I told him that in a private letter I had directed Lord Lyons to talk the matter over with Mr. Seward two days before reading to him the dispatch. Mr. Adams asked whether the direction to Lord Lyons to leave Washington in seven days was in the dispatch to be read. I said it was not, and that in case Mr. Seward should ask what would be the consequence of a refusal on his part to comply with our conditions, Lord Lyons was to decline to answer that question in order not to have the appearance of a threat. I said that I thought the explanation that the Government had not authorized the seizure would stand in the place of an apology.

But the essential condition was, that Mr. Mason and Mr. Slidell should be given up to Lord Lyons.

Mr. Adams said that if the matter was stated to Mr. Seward in the manner I had explained, he hoped for an amicable termination of the difference; he thought that if the Government of the United States insisted on maintaining the act of Captain Wilkes, the United States would be abandoning their doctrine and adopting ours.

Mr. Adams asked me a further question, which he said I might decline to answer; it was whether, if Lord Lyons came away, a declaration of war would be the immediate consequence. I told him nothing was decided on that point; we should wait for the reply from America, and then decide upon our course. I stated to Mr. Adams the substance of M. Thouvenel's dispatch to M. Mercier as I had heard from M. Flahault. Mr. Adams said that the French Government had always been very consistent in their maintenance of the rights of neutrals. He added that he could not pay our Government the same compliment.

I said that I would dispense with compliments if this matter could be amicably arranged.

We parted on very friendly terms.

I am, etc.,

RUSSELL.

Lord LYONS.

Lord Lyons to Earl Russell.

WASHINGTON, *December 9, 1861.* (Received December 23.)

MY LORD: I have the honor to enclose a copy of a letter* from the Secretary of the Navy to Captain Wilkes, dated the 30th of November, which has been published in the newspapers. It is in substance the same as the paragraph on the subject of the seizure of Messrs. Mason and Slidell which occurs in the report from the same secretary sent to Congress with the President's message.

*See ante, page 148.

It expresses "emphatic approval" of the proceeding, but says that the forbearance shown in not capturing the vessel must not be permitted to constitute a precedent.

I have, etc.,

LYONS.

Earl RUSSELL.

Count Rechberg to M. de Hulsemann. (Communicated to Earl Russell by Count Apponyi December 24.)

[Confidential.]

VIENNA, *December 18, 1861.*

The difference that has occurred between the Government of the United States and that of Great Britain as the result of the arrest of Messrs. Mason and Slidell, made by the captain of the American man-of-war *San Jacinto* on the English packet *Trent*, has not failed to claim the serious attention of the Imperial cabinet.

The greater the importance we attach to the maintenance of friendly relations between the United States and England the more we have cause to regret the occurrence of an incident which adds so grave a complication to a situation already harassed with difficulties.

Without having the intention of now entering into the examination of the right, we can not fail to recognize that, according to the ideas of international law adopted by all the powers, and which the American Government itself has often taken for its rule of conduct, England can not possibly avoid, in the present case, protesting against the insult done to her flag and asking for it a just reparation. There seems to us in the demands presented on this subject by the cabinet of St. James nothing that can give offense to the Cabinet of Washington, and that the latter will be able to act with fairness and moderation without sacrificing its dignity in the least.

Being governed by the rules which guide international relations as well as the considerations of an enlightened policy, rather than manifestations produced by an excessive excitement of national feeling, the Government of the United States, we hope, will give to its deliberations the dispassionate consideration demanded by the gravity of the case and will deem it advisable to take a stand which, by preventing a rupture of the relations existing between two great states to whom Austria is equally bound by friendly ties, will be calculated to avert the grave agitations which the contingency of war can not fail to bring with it, as much for the contending parties as for the interests of the whole world.

Be pleased, sir, to bring the foregoing considerations to the attention of Mr. Seward and inform us how our communication is received by the minister.

Receive, etc.,

RECHBERG.

M. DE HULSEMANN.

Lord Lyons to Earl Russell.

[Extract.]

WASHINGTON, *December 13, 1861.*

(Received December 26.)

It is asserted in the report from Captain Wilkes that Mr. Mason and Mr. Slidell "had been presented to the captain-general of Cuba by her

Britannic Majesty's consul-general." The same assertion had appeared previously in most of the American newspapers. Having received, yesterday, a dispatch from Mr. Crawford, the consul-general, directly contradicting it, I thought it desirable to inform the Government of the United States officially that it was erroneous. I accordingly addressed a note to Mr. Seward, of which and of the dispatch from Mr. Crawford upon which it was founded I do myself the honor to enclose copies.

I have also the honor to enclose a copy of a note which I have just received from Mr. Seward, in which he thanks me for contradicting the assertion concerning Mr. Crawford, and states that my promptness in doing so is a new and gratifying proof of my desire for the preservation of harmonious relations between the British and American governments.

LYONS.

Earl RUSSELL.

[Enclosure 1.]

Lord Lyons to Mr. Seward.

WASHINGTON, *December 12, 1861.*

SIR: A letter has been published in the newspapers which purports to have been addressed on the 16th of November last, by Captain Wilkes, of the U. S. S. *San Jacinto*, to the Secretary of the Navy. It contains the following statement:

> They (Mr. Mason and Mr. Slidell) had been presented to the captain-general of Cuba by her Britannic Majesty's consul-general.

The writer of the letter appears to have been misinformed. I am able to contradict the statement on the authority of Mr. Crawford, the consul-general himself. In a dispatch which I have received from him to day he declares officially with reference to assertions to the same effect made in American newspapers that he neither presented nor accompanied Mr. Mason and Mr. Slidell to the captain-general.

I have, etc.,

LYONS.

W. H. SEWARD, Esq.

[Enclosure 2.]

Consul-General Crawford to Lord Lyons.

HAVANA, *December 2, 1861.*

MY LORD: I have seen in the American papers a statement which, as published by a press so infamous as that of the United States has become, I consider wholly unworthy of my notice; but under present circumstances, as much importance appears to attach to the false information that has been given respecting me in connection with Messrs. Slidell and Mason, I think it necessary to state to your lordship that I neither presented nor accompanied those gentlemen to the captain-general, in uniform or otherwise.

Mr. Slidell is an acquaintance of mine since 1825, and Mr. Mason's brother was my very intimate friend when he was secretary to the U. S. legation in Mexico, under Mr. Poinsett, long ago. I certainly did myself the pleasure of calling on those gentlemen, as strangers, and showed them such civilities as were in my power, but I never thought of rendering them any official services. I presume they were fully

aware that had they needed any such assistance I could not have given it, and none was ever applied for.

I have, etc.,

JOS. T. CRAWFORD.

Lord LYONS.

[Enclosure 3.]

Mr. Seward to Lord Lyons.

WASHINGTON, *December 13, 1861.*

MY LORD: I thank your lordship for your note of the 12th instant, contradicting, on the authority of Mr. Crawford, her Britannic Majesty's consul-general at Havana, the report that that gentleman had presented Messrs. Mason and Slidell to his Excellency the governor-general of Cuba.

This prompt proceeding on your part to remove what might have been a subject of discontent on the part of this Government with your own is a new and gratifying proof of your lordship's desire for the preservation of harmonious relations between the governments of her Britannic Majesty and that of the United States.

I avail myself of this occasion to say that, although I have received from our consulate at Havana some complaints founded on reports of conduct on the part of Mr. Crawford unjust towards the United States, I have refrained from entertaining them in the absence of some authentic and reliable evidence.

I have, etc.,

W. H. SEWARD.

Lord LYONS.

The Secretary of the [British] admiralty to Mr. Hammond.

ADMIRALTY [LONDON], *December 27, 1861.*

SIR: I am commanded by my lords commissioners of the admiralty to transmit herewith for the information of Earl Russell a copy of the protest made by the master of the royal mail steamer *Trent* before her Majesty's consul at St. Thomas on the 14th ultimo, against the proceedings of the captain of the U. S. ship of war *San Jacinto*, in forcibly removing Messrs. Mason and Slidell, the commissioners from the so-called Confederate States, with their secretaries, from on board the *Trent*.

I am, etc.,

C. PAGET.

E. HAMMOND, Esq.

[Enclosure.]

PROTEST.

HER BRITANNIC MAJESTY'S CONSULATE,
St. Thomas, West Indies.

Be it known that on this 14th of November, 1861, before me, Robert Boyd Lamb, esq., her Britannic Majesty's consul in the island of St. Thomas, personally appeared James Moir, master of the steamship *Trent*, of London, of the burden of 1,856 tons or thereabouts, and entered a protest declaring as follows:

That he sailed in the said steamship *Trent* from Havana, under contract with her Britannic Majesty's Government as a mail packet, bound for St. Thomas, with her Majesty's mails, under charge of Commander

Richard Williams, of her Majesty's navy, 60-odd passengers, $1,500,000 in specie, and a valuable cargo, on the 7th instant, at 8 a. m.

That nothing particular occurred till the succeeding day, 8th instant, at about meridian, when the ship was in the narrow part of the Bahama Channel, approaching the Paredon Grande light-house, the coast of Cuba distant about 5 miles, a steamer having the appearance of a man-of-war, but not showing any colors, was observed ahead hove to. That the British ensign was immediately hoisted on board the *Trent*, with the royal mail company's distinguishing flag at the main, and on approaching the vessel ahead, which still showed no colors, at 1:05 p. m. she fired a round shot across the *Trent's* bows, and then hoisted American colors, when the *Trent's* engines were immediately slowed, and while she was approaching the American vessel a shell was discharged from the latter's pivot gun across the *Trent's* bows, which burst half a cable's length ahead of her; the *Trent's* engines were then stopped, when she was hailed by an officer from the American vessel and ordered to heave to. A boat from her then came on board with armed boat's crew and an armed guard of marines, accompanied by an officer in the uniform of the U. S. Navy, who stated that the ship was the U. S. war steamer *San Jacinto*, commanded by Captain Wilkes, and demanded a list of the passengers on board, which demand the master of the *Trent* refused to comply with, on which refusal a further force was sent for from the *San Jacinto*, and two more boats with armed marines and armed boat's crews came on board the *Trent*.

That the same officer then stated that he had orders, whatever might be the consequence, to arrest Messrs. Slidell, Mason, Macfarland, and Eustis, who he knew were on board the ship. He was then asked by the master of the *Trent* what would be his course in case of a refusal to give up these parties, to which he replied that his orders were to take the ship in case of necessity. He was then informed by the master of the *Trent* that the passengers would not be given up unless such force was used as could not be resisted; on which Mr. Slidell stepped forward and informed the officer of the *San Jacinto* that the parties he demanded were before him under the protection of the British flag, and, claiming same, they would not consent to be taken out of the ship except by force of arms. They were then seized by order of the United States officers, and, after being allowed a short time to collect some necessaries and separate themselves from their families, they were forcibly dragged out of the ship by the armed force, notwithstanding the strong and repeated protest by the master of the *Trent* and Commander Williams against an act of hostility and violence committed on a vessel carrying the British flag by a ship of war of a nation on terms of peace and amity with her Britannic Majesty's Government; to which protest the officer of *San Jacinto* replied that he was obeying his orders to effect the arrest at all hazards.

That from the time the first boat was sent to the *Trent* the *San Jacinto* lay on the port beam, about 200 yards off, with her ports open, her guns (seven broadside iron pivot) run out, tompions out, and crew at quarters. That the American officer, before leaving the *Trent*, made a further demand that the commander of *Trent* should proceed on board the *San Jacinto*, to which the reply was made that he would not leave the ship unless taken out by force of arms; against all of which illegal, hostile, and piratical acts, as before detailed, the said James Moir, on his own behalf as a British subject commanding a British ship engaged in the postal service of Her Majesty, and on behalf of all others whom

it may concern, did declare to protest, as by these presents he doth solemnly protest, against all and every person and persons, officers and governments, directly or indirectly concerned in said illegal and hostile acts, holding them liable for all losses, damages, and consequences of the same. And I, the said consul, at the request of the said James Moir, master of the said ship *Trent*, do hereby solemnly protest against the same in manner and form aforesaid.

This done, etc., at the port of St. Thomas.

JAMES MOIR,
Master, H. M. S. Trent.

Lord Lyons to Earl Russell.

WASHINGTON, *December 19, 1861.*
(Received January 1, 1862.)

MY LORD: The messenger, Seymour, delivered to me at half-past 11 o'clock last night your lordship's dispatch of the 30th ultimo, specifying the reparation required by her Majesty's Government for the seizure of Mr. Mason and Mr. Slidell and their secretaries on board the royal mail steamer *Trent*.

I waited on Mr. Seward this afternoon at the State Department, and acquainted him in general terms with the tenor of that dispatch. I stated in particular, as nearly as possible in your lordship's words, that the only redress which could satisfy her Majesty's Government and her Majesty's people would be the immediate delivery of the prisoners to me, in order that they might again be placed under British protection, and, moreover, a suitable apology for the aggression which had been committed.

I added that her Majesty's Government hoped that the Government of the United States would of its own accord offer this reparation; that it was in order to facilitate such an arrangement that I had come to him without any written demand, or even any written paper at all in my hand; in that if there was a prospect of attaining this object I was willing to be guided by him as to the conduct on my part which would render its attainment most easy.

Mr. Seward received my communication seriously and with dignity, but without any manifestation of dissatisfaction. Some further conversation ensued in consequence of questions put by him, with a view to ascertain the exact character of the dispatch. At the conclusion he asked me to give him to-morrow to consider the question and to communicate with the President. On the day after he should, he said, be ready to express an opinion with respect to the communication I had made. In the meantime he begged me to be assured that he was very sensible of the friendly and conciliatory manner in which I had made it.

I have, etc.,

LYONS.

Earl RUSSELL.

Count Bernstorff to Baron Gerolt. (Communicated to Earl Russell by Count Brandenburg January 2, 1862.)

[Translation.]

BERLIN, *December 25, 1861.*

M. LE BARON: The maritime operations undertaken by President Lincoln against the Southern seceding States could not from their very

commencement but fill the King's Government with apprehensions lest they should result in possible prejudice to the legitimate interests of neutral powers.

These apprehensions have unfortunately been fully justified by the forcible seizure on board the neutral mail packet the *Trent*, and the abduction therefrom of Messrs. Slidell and Mason by the commander of the U. S. man-of-war the *San Jacinto*.

This occurrence, as you can well imagine, has produced in England and throughout Europe the most profound sensation, and thrown not cabinets only, but also public opinion, into a state of the most excited expectation. For, although at present it is England only which is immediately concerned in the matter, yet, on the other hand, it is one of the most important and universally recognized rights of the neutral flag which has been called into question.

I need not here enter into a discussion of the legal side of the question. Public opinion in Europe has, with singular unanimity, pronounced in the most positive manner for the injured party. As far as we are concerned we have hitherto abstained from expressing ourselves to you upon the subject, because in the absence of any reliable information we were in doubt as to whether the captain of the *San Jacinto* in the course taken by him had been acting under orders from his Government or not. Even now we prefer to assume that the latter was the case. Should the former supposition, however, turn out to be the correct one, we should consider ourselves under the necessity of attributing greater importance to the occurrence, and to our great regret we should find ourselves constrained to see in it not an isolated fact, but a public menace offered to the existing rights of all neutrals.

We have as yet no certain information as to the demands made by England to the American Cabinet, upon the acceptance of which the maintenance of peace appears to depend. As far, however, as our information reaches on the subject we are convinced that no conditions have been put forward by the British Government which could justly offend President Lincoln's sense of honor.

His Majesty the King, filled with the most ardent wishes for the welfare of the United States of North America, has commanded me to advocate the cause of peace with President Lincoln, through your instrumentality, to the utmost of my power. We should reckon ourselves fortunate if we could in this wise succeed in facilitating the peaceful solution of a conflict from which the greatest dangers might arise. It is possible, however, that the President has already taken his decision and announced it. Whatever that decision may be, the King's Government, when they reflect upon the uninterrupted relations of friendship and amity which have existed between Prussia and the United States ever since the latter were founded, will derive satisfaction from the thought of having laid with the most unreserved candor their views of this occurrence before the Cabinet of Washington and expressed the wishes which they entertain in connection with it.

You will read this dispatch without delay to the Secretary of State for foreign affairs, and should he desire it you will give him a copy of it. I shall await your report upon the instructions contained in this dispatch, and I avail, etc.

BERNSTORFF.

Baron GEROLT.

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *January 4, 1862.*

MY LORD: On Tuesday last Count Brandenburg called upon me at the foreign office and read to me a dispatch of Count Bernstorff on the subject of the *Trent* affair. The Prussian Government unequivocally condemn the conduct of Captain Wilkes, and express a hope that the President of the United States will comply with the proposals of her Majesty's Government. I will send you by the next mail a copy of this dispatch.

At a later hour Baron Brunnow called upon me and read me an extract of a letter from Prince Gortschakoff, equally positive in condemnation of Captain Wilkes, and equally confident of the justice of our request for reparation.

I am, etc.,

RUSSELL.

Lord LYONS.

—

Lord Lyons to Earl Russell.

WASHINGTON, *December 23, 1861.*
(Received January 7, 1862.)

MY LORD: In conformity with the understanding to which I came with Mr. Seward on the 19th instant, I waited upon him the day before yesterday, for the purpose of reading to him your lordship's dispatch of the 30th ultimo on the subject of the seizure of Mr. Mason and Mr. Slidell and their secretaries on board the *Trent.*

On presenting myself, Mr. Seward said that he had occupied himself as unremittingly as the great amount of business he had to transact allowed in studying the question. He would confess that he had not yet completely mastered it. He would not make me a formal request to postpone the communication of your lordship's dispatch, but he would say that it would be a great convenience to him personally, and a great advantage in all respects, if I would consent to do so. The next day was Sunday. Could I not defer the communication until Monday?

I answered that I would, as he wished it, put off reading the dispatch to him till Monday, provided he would fix an early hour for receiving me on that day. I should, I said, be obliged to send off my messenger with dispatches for your lordship on Monday afternoon. It was impossible that I could allow another packet to sail without reporting to your lordship that I had executed your orders. Mr. Seward promised to receive me as early as 10 o'clock on Monday morning.

I accordingly went to him soon after that hour this (Monday) morning, read the dispatch to him, and at his request left with him a copy of it. He said that he would immediately lay it before the President, and that I should without delay receive a communication with regard to it.

I have, etc.,

LYONS.

Earl RUSSELL.

Lord Lyons to Earl Russell.

[Extract.]

WASHINGTON, *December 27, 1861.*
(Received January 9, 1862.)

The day before yesterday M. Mercier received the dispatch from M. Thouvenel which was read to your lordship by Count Flahault on the 6th instant. He immediately carried it to the State Department, and on being informed that Mr. Seward was at a Cabinet council, requested the Assistant Secretary to send it into the council room without delay.

M. Mercier has throughout displayed great alacrity and good will, and (if I may be allowed to express an opinion on that point also) excellent judgment in giving the moral support of France to the demands of her Majesty's Government.

LYONS.

Earl RUSSELL.

—

Lord Lyons to Earl Russell.

WASHINGTON, *December 27, 1861.*
(Received January 9, 1862.)

MY LORD: I have the honor to enclose a copy of a note which I have this morning received from Mr. Seward, in answer to your lordship's dispatch of the 30th of last month, relative to the removal of Mr. Mason, Mr. Slidell, Mr. Macfarland, and Mr. Eustis from the British mail packet *Trent.*

The note contains a very long and very elaborate dissertation on the questions of international law involved in the case. I have not time before departure of the messenger to weigh the arguments or to estimate precisely the force of the expressions used; but as Mr. Seward admits that reparation is due to Great Britain and consents to deliver the four prisoners to me, I consider that the demands of her Majesty's Government are so far substantially complied with that it is my duty, in obedience to your lordship's commands, to report the facts to her Majesty's Government for their consideration, and to remain at my post until I receive further orders.

I have the honor to enclose a copy of the answer which I have made to Mr. Seward's note. I have confined myself to stating that I will forward a copy of it to her Majesty's Government, and that I will confer with Mr. Seward personally on the arrangements to be made for the delivery of the prisoners to me.

I have, etc.,

LYONS.

Earl RUSSELL.

[Enclosure 1.]

Mr. Seward to Lord Lyons.

DEPARTMENT OF STATE,
Washington, December 26, 1861.

MY LORD: Earl Russell's dispatch of November 30, a copy of which you have left with me at my request, is of the following effect, namely:

That a letter of Commander Williams, dated royal mail contract packet boat *Trent*, at sea, November 9, states that that vessel left

Havana on the 7th of November with her Majesty's mails for England, having on board numerous passengers. Shortly after noon on the 8th of November the U. S. war steamer *San Jacinto*, Captain Wilkes, not showing colors, was observed ahead. That steamer, on being neared by the *Trent*, at 1 o'clock 15 minutes in the afternoon, fired a round shot from a pivot gun across her bows, and showed American colors. While the *Trent* was approaching slowly towards the *San Jacinto* she discharged a shell across the *Trent's* bows, which exploded at half a cable's length before her. The *Trent* then stopped, and an officer, with a large armed guard of marines, boarded her. The officer said he had orders to arrest Messrs. Mason, Slidell, Macfarland, and Eustis, and had sure information that they were passengers in the *Trent*. While some parley was going on upon this matter, Mr. Slidell stepped forward and said to the American officer that the four persons he had named were standing before him. The commander of the *Trent* and Commander Williams protested against the act of taking those four passengers out of the *Trent*, they then being under the protection of the British flag; but the *San Jacinto* was at this time only 200 yards distant, the ship's company at quarters, her ports open, and tompions out, and so resistance was out of the question. The four persons before named were then forcibly taken out of the ship. A further demand was made that the commander of the *Trent* should proceed on board the *San Jacinto;* but he said he would not go unless forcibly compelled likewise, and this demand was not insisted upon.

Upon this statement Earl Russell remarks that it thus appears that certain individuals have been forcibly taken from on board a British vessel, the ship of a neutral power, while that vessel was pursuing a lawful and innocent voyage—an act of violence which was an affront to the British flag and a violation of international law.

Earl Russell next says that her Majesty's Government, bearing in mind the friendly relations which have long subsisted between Great Britain and the United States, are willing to believe that the naval officer who committed this aggression was not acting in compliance with any authority from his Government, or that if he conceived himself to be so authorized he greatly misunderstood the instructions which he had received.

Earl Russell argues that the United States must be fully aware that the British Government could not allow such an affront to the national honor to pass without full reparation, and they are willing to believe that it could not be the deliberate intention of the Government of the United States unnecessarily to force into discussion between the two governments a question of so grave a character, and with regard to which the whole British nation would be sure to entertain such unanimity of feeling.

Earl Russell, resting upon the statement and the argument which I have thus recited, closes with saying that her Majesty's Government trusts that when this matter shall have been brought under the consideration of the Government of the United States it will of its own accord offer to the British Government such redress as alone could satisfy the British nation, namely, the liberation of the four prisoners taken from the *Trent* and their delivery to your lordship, in order that they may again be placed under British protection, and a suitable apology for the aggression which has been committed. Earl Russell finally instructs you to propose these terms to me, if I should not first offer them on the part of this Government.

This dispatch has been submitted to the President. The British

Government has rightly conjectured what it is now my duty to state, that Captain Wilkes, in conceiving and executing the proceeding in question, acted upon his own suggestions of duty, without any direction or instruction, or even foreknowledge of it, on the part of this Government. No direction had been given to him or any other naval officer to arrest the four persons named, or any of them, on the *Trent*, or on any other British vessel, or on any other neutral vessel, at the place where it occurred or elsewhere. The British Government will justly infer from these facts that the United States not only have had no purpose, but even no thought, of forcing into discussion the question which has arisen, or any other which could affect in any way the sensibilities of the British nation.

It is true that a round shot was fired by the *San Jacinto* from her pivot gun when the *Trent* was distantly approaching; but as the facts have been reported to this Government, the shot was nevertheless intentionally fired in a direction so obviously divergent from the course of the *Trent* as to be quite as harmless as a blank shot, while it should be regarded as a signal.

So also we learn that the *Trent* was not approaching the *San Jacinto* slowly when the shell was fired across her bows, but, on the contrary, the *Trent* was, or seemed to be, moving under full head of steam, as if with a purpose to pass the *San Jacinto*.

We are informed also that the boarding officer (Lieutenant Fairfax) did not board the *Trent* with a large armed guard, but he left his marines in his boat when he entered the *Trent*. He stated his instructions from Captain Wilkes to search for the four persons named in a respectful and courteous though decided manner, and he asked the captain of the *Trent* to show his passenger list, which was refused. The lieutenant, as we are informed, did not employ absolute force in transferring the passengers, but he used just so much as was necessary to satisfy the parties concerned that refusal or resistance would be unavailing.

So also we are informed that the captain of the *Trent* was not at any time or in any way required to go on board the *San Jacinto*.

These modifications of the case as presented by Commander Williams are based upon our official reports.

I have now to remind your lordship of some facts which doubtless were omitted by Earl Russell, with the very proper and becoming motive of allowing them to be brought into the case on the part of the United States in the way most satisfactory to this Government.

These facts are, that at the time the transaction occurred an insurrection was existing in the United States, which this Government was engaged in suppressing by the employment of land and naval forces; that in regard to this domestic strife the United States considered Great Britain as a friendly power, while she had assumed for herself the attitude of a neutral, and that Spain was considered in the same light, and had assumed the same attitude as Great Britain.

It had been settled by correspondence that the United States and Great Britain mutually recognized, as applicable to this local strife, these two articles of the declaration made by the Congress of Paris, in 1856, viz, that the neutral or friendly flag should cover enemy's goods not contraband of war, and that neutral goods not contraband of war are not liable to capture under an enemy's flag. These exceptions of contraband from favor were a negative acceptance by the parties of the rule hitherto everywhere recognized as a part of the law of nations, that whatever is contraband is liable to capture and confiscation in all cases.

James M. Mason and Macfarland are citizens of the United States and residents of Virginia. John Slidell and George Eustis are citizens of the United States and residents of Louisiana. It was well known at Havana, when these parties embarked on the *Trent*, that James M. Mason was proceeding to England in the affected character of minister plenipotentiary to the Court of St. James, under a pretended commission from Jefferson Davis, who had assumed to be President of the insurrectionary party in the United States, and Macfarland was going with him in a like unreal character of secretary of legation to the pretended mission. John Slidell, in similar circumstances, was going to Paris as a pretended minister to the Emperor of the French; and George Eustis was the chosen secretary of legation for that simulated mission. The fact that these persons had assumed such character has been since avowed by the same Jefferson Davis in a pretended message to an unlawful and insurrectionary congress. It was, as we think, rightly presumed that these ministers bore pretended credentials and instructions, and such papers are in the law known as dispatches. We are informed by our consul at Paris that these dispatches having escaped the search of the *Trent*, were actually conveyed and delivered to emissaries of the insurrection in England.

Although it is not essential, yet it is proper to state, as I do also upon information and belief, that the owner and agent, and all the officers of the *Trent*, including the commander, Williams, had knowledge of the assumed characters and purposes of the persons before named when they embarked on that vessel.

Your lordship will now perceive that the case before us, instead of presenting a merely flagrant act of violence on the part of Captain Wilkes, as might well be inferred from the incomplete statement of it that went up to the British Government, was undertaken as a simple, legal, and customary belligerent proceeding by Captain Wilkes to arrest and capture a neutral vessel engaged in carrying contraband of war for the use and benefit of the insurgents.

The question before us is, whether this proceeding was authorized by and conducted according to the law of nations. It involves the following enquiries:

1. Were the persons named and their supposed dispatches contraband of war?

2. Might Captain Wilkes lawfully stop and search the *Trent* for these contraband persons and dispatches?

3. Did he exercise that right in a lawful and proper manner?

4. Having found the contraband persons on board, and in presumed possession of the contraband dispatches, had he a right to capture the persons?

5. Did he exercise that right of capture in the manner allowed and recognized by the law of nations?

If all these enquiries shall be resolved in the affirmative, the British Government will have no claim for reparation.

I address myself to the first inquiry, namely: Were the four persons mentioned, and their supposed dispatches, contraband?

Maritime law so generally deals, as its professors say, *in rem*, that is, with property, and so seldom with persons that it seems a straining of the term "contraband" to apply it to them. But persons as well as property may become contraband, since the word means broadly "contrary to proclamation, prohibited, illegal, unlawful." All writers and judges pronounce naval or military persons in the service of the enemy contraband. Vattel says, "War allows us to cut off from an

enemy all his resources, and to hinder him from sending ministers to solicit assistance;" and Sir William Scott says, "You may stop the ambassador of your enemy on his passage." Dispatches are not less clearly contraband, and the bearers or couriers who undertake to carry them fall under the same condemnation.

A subtlety might be raised whether pretended ministers of an usurping power, not recognized as legal by either the belligerent or the neutral, could be held to be contraband. But it would disappear on being subjected to what is the true test in all cases, namely, the spirit of the law. Sir William Scott, speaking of civil magistrates who were arrested and detained as contraband, says:

> It appears to me on principle to be but reasonable that when it is of sufficient importance to the enemy that such persons shall be sent out on the public service, at the public expense, it should afford equal ground of forfeiture against the vessel that may be let out for a purpose so intimately connected with the hostile operations.

I trust that I have shown that the four persons who were taken from the *Trent* by Captain Wilkes and their dispatches were contraband of war.

The second enquiry is, whether Captain Wilkes had a right, by the law of nations, to detain and search the *Trent*.

The *Trent*, though she carried mails, was a contract or merchant vessel, a common carrier for hire. Maritime law knows only three classes of vessels—vessels of war, revenue vessels, and merchant vessels. The *Trent* falls within the latter class. Whatever disputes have existed concerning a right of visitation or search in time of peace none, it is supposed, has existed in modern times about the right of a belligerent in time of war to capture contraband in neutral and even friendly merchant vessels and of the right of visitation and search in order to determine whether they are neutral and are documented as such according to law of nations.

I assume in the present case what, as I read British authorities, is regarded by Great Britain herself as true maritime law, that the circumstance that the *Trent* was proceeding from a neutral port to another neutral port does not modify the right of the belligerent captor.

The third question is, whether Captain Wilkes exercised the right of search in a lawful and proper manner. If any doubt hung over this point, as the case was presented in the statement of it adopted by the British Government, I think it must already have passed away before the modification of that statement which I have already submitted.

I proceed to the fourth enquiry, namely, having found the suspected contraband of war on board the *Trent*, had Captain Wilkes a right to capture the same? Such a capture is the chief, if not the only, recognized object of the permitted visitation and search. The principle of the law is, that the belligerent exposed to danger may prevent the contraband persons or things from applying themselves or being applied to the hostile uses or purposes designed. The law is so very liberal in this respect that when contraband is found on board a neutral vessel, not only is the contraband forfeited, but the vessel which is the vehicle of its passage or transportation, being tainted, also becomes contraband, and is subject to capture and confiscation.

Only the fifth question remains, namely, did Captain Wilkes exercise the right of capturing the contraband in conformity with the law of nations?

It is just here that the difficulties of the case begin.

What is the manner which the law of nations prescribes for disposing of the contraband when you have found and seized it on board

of the neutral vessel? The answer would be easily found if the question were, what shall you do with the contraband vessel? You must take or send her into a convenient port and subject her to a judicial prosecution there in admiralty, which will try and decide the questions of belligerency, neutrality, contraband, and capture. So again you would promptly find the same answer if the question were, what is the manner of proceeding prescribed by the law of nations in regard to the contraband, if it be property, or things, or material, or pecuniary value? But the question here concerns the mode of procedure in regard, not to the vessel that was carrying the contraband, nor yet the contraband things which worked the forfeiture of the vessel, but to contraband persons.

The books of law are dumb; yet the question is as important as it is difficult. First, the belligerent captor has a right to prevent the contraband officer, soldier, sailor, minister, messenger, or courier from proceeding in his unlawful voyage and reaching the destined scene of his injurious service. But, on the other hand, the person captured may be innocent; that is, he may not be contraband; he, therefore, has a right to a fair trial of the accusation against him. The neutral state that has taken him under its flag is bound to protect him, if he is not contraband, and is, therefore, entitled to be satisfied upon that important question. The faith of that state is pledged to his safety, if innocent, as its justice is pledged to his surrender, if he is really contraband. Here are conflicting claims, involving personal liberty, life, honor, and duty. Here are conflicting national claims, involving welfare, safety, honor, and empire. They require a tribunal and a trial. The captors and the captured are equals, the neutral and the belligerent state are equals.

While the law authorities were found silent, it was suggested at an early day by this Government that you should take the captured persons into a convenient port and institute judicial proceedings there to try the controversy. But only courts of admiralty have jurisdiction in maritime cases, and these courts have formulas to try only claims to contraband chattels, but none to try claims concerning contraband persons. The courts can entertain no proceedings and render no judgment in favor of or against the alleged contraband men.

It was replied, all this is true, but you can reach in those courts a decision which will have the moral weight of a judicial one by a circuitous proceeding. Convey the suspected men, together with the suspected vessel, into port, and try there the same question whether the vessel is contraband. You can prove it to be so by proving the suspected men to be contraband, and the court must then determine the vessel to be contraband. If the men are not contraband the vessel will escape condemnation. Still there is no judgment for or against the captured persons; but it was assumed that there would result from the determination of the court concerning the vessel a legal certainty concerning the character of the men.

This course of proceeding seemed open to many objections. It elevates the incidental, inferior, private interest into the proper place of the main, paramount, public one, and possibly it may make the fortunes, the safety, or the existence of a nation depend on the accidents of a merely personal and pecuniary litigation. Moreover, when the judgment of the prize court upon the lawfulness of the capture of the vessel is rendered, it really concludes nothing, and binds neither the belligerent state nor the neutral, upon the great questions of the disposition to be made of the captured contraband persons. That ques-

tion is still to be really determined, if at all, by diplomatic arrangement or by war.

One may reasonably express his surprise when told that the law of nations has furnished no more reasonable, practical, and perfect mode than this of determining questions of such grave import between sovereign powers. The regret we may feel on the occasion is, nevertheless, modified by the reflection that the difficulty is not altogether anomalous.

Similar and equal deficiencies are found in every system of municipal law, especially in the system which exists in the greater portion of Great Britain and the United States. The title to personal property can hardly ever be resolved by a court without resorting to the fiction that the claimant has lost and the possessor has found it, and the title to real estate is disputed by real litigants under the names of imaginary persons. It must be confessed, however, that while all aggrieved nations demand, and all impartial ones concede, the need of some form of judicial process in determining the character of contraband persons, no other form than the illogical and circuitous one thus described exists, nor has any other yet been suggested. Practically, therefore, the choice is between that judicial remedy or no judicial remedy whatever.

If there be no judicial remedy the result is that the question must be determined by the captor himself on the deck of the prize vessel. Very grave objections arise against such a course. The captor is armed, the neutral is unarmed. The captor is interested, prejudiced, and perhaps violent; the neutral, if truly neutral, is disinterested, subdued, and helpless. The tribunal is irresponsible while its judgment is carried into instant execution. The captured party is compelled to submit, though bound by no legal, moral, or treaty obligation to acquiesce. Reparation is distant and problematical, and depends at last on the justice, magnanimity, or weakness of the state in whose behalf and by whose authority the capture was made. Out of these disputes reprisals and wars necessarily arise, and these are so frequent and destructive that it may well be doubted whether this form of remedy is not a greater social evil than all that could follow if the belligerent right of search were universally renounced and abolished forever. But carry the case one step farther. What if the State that has made the capture unreasonably refuse to hear the complaint of the neutral, or to redress it? In that case the very act of capture would be an act of war—of war begun without notice, and possibly entirely without provocation.

I think all unprejudiced minds will agree that imperfect as the present judicial remedy may be supposed to be, it would be as a general practice better to follow it than to adopt the summary one of leaving the decision with the captor and relying upon diplomatic debates to review his decision. Practically it is a question of choice between law with its imperfection and delays and war with its evils and dessolations.

Nor is it ever to be forgotten that neutrality, honestly and justly preserved, is always a harbinger of peace, and therefore is the common interest of nations, which is only saying that it is the interest of humanity itself.

At the same time it is not to be denied that it may sometimes happen that the judicial remedy will become impossible, as by the shipwreck of the prize vessel, or other circumstances which excuse the captor from sending or taking her into port for confiscation. In such a

case the right of the captor to the custody of the captured persons, and to dispose of them, if they are really contraband, so as to defeat their unlawful purposes, can not reasonably be denied. What rule shall be applied in such a case? Clearly the captor ought to be required to show that the failure of the judicial remedy results from circumstances beyond his control and without his fault, otherwise he would be allowed to derive advantages from a wrongful act of his own.

In the present case Captain Wilkes, after capturing the contraband persons and making prize of the *Trent*, in what seems to us a perfectly lawful manner, instead of sending her into port released her from the capture and permitted her to proceed with her whole cargo upon her voyage. He thus effectually prevented the judicial examination which might otherwise have occurred.

If now the capture of the contraband persons and the capture of the contraband vessel are to be regarded not as two separable or distinct transactions under the law of nations, but as one transaction, one capture only, then it follows that the capture in this case was left unfinished, or was abandoned. Whether the United States have a right to retain the chief public benefits of it, namely, the custody of captured persons, on proving them to be contraband, will depend upon the preliminary question, whether the leaving of the transaction unfinished was necessary or whether it was unnecessary and therefore voluntary. If it was necessary Great Britain, as we suppose, must of course waive the defect, and the consequent failure of the judicial remedy. On the other hand, it is not seen how the United States can insist upon her waiver of that judicial remedy if the defect of the capture resulted from an act of Captain Wilkes, which would be a fault on their own side.

Captain Wilkes has presented to this Government his reasons for releasing the *Trent:*

> I forebore to seize her [he says] in consequence of my being so reduced in officers and crew, and the derangement it would cause innocent persons, there being a large number of passengers who would have been put to great loss and inconvenience, as well as disappointment, from the interruption it would have caused them in not being able to join the steamer from St. Thomas to Europe. I therefore concluded to sacrifice the interest of my officers and crew in the prize, and suffered her to proceed, after the detention necessary to effect the transfer of those commissioners, considering I had obtained the important end I had in view, and which affected the interests of our country and interrupted the action of the Confederates.

I shall consider, first, how these reasons ought to affect the action of this Government; and, secondly, how they ought to be expected to affect the action of Great Britain. The reasons are satisfactory to this Government, so far as Captain Wilkes is concerned. It could not desire that the *San Jacinto*, her officers and crew, should be exposed to dangers and loss by weakening their number to detach a prize crew to go on board the *Trent*. Still less could it disavow the humane motive of preventing inconveniences, losses, and, perhaps, disasters to the several hundred innocent passengers found on board the prize vessel.

Nor could this Government perceive any ground for questioning the fact that these reasons, though apparently incongruous, did operate in the mind of Captain Wilkes and determine him to release the *Trent*. Human actions generally proceed upon mingled and sometimes conflicting motives. He measured the sacrifices which this decision would cost. It manifestly, however, did not occur to him that beyond the sacrifice of the private interests (as he calls them) of his officers and crew there might also, possibly, be a sacrifice even of the chief and public object of his capture, namely, the right of his Government to the custody and disposition of the captured persons. This Government

can not censure him for this oversight. It confesses that the whole subject came unforeseen upon the Government, as, doubtless, it did upon him. Its present convictions on the point in question are the result of deliberate examination and deduction now made, and not of any impression previously formed.

Nevertheless, the question now is, not whether Captain Wilkes is justified to his Government in what he did, but what is the present view of the Government as to the effect of what he has done.

Assuming, now, for argument's sake only, that the release of the *Trent*, if voluntary, involved a waiver of the claim of the Government to hold the captured persons, the United States could in that case have no hesitation in saying that the act which has thus already been approved by the Government must be allowed to draw its legal consequence after it.

It is of the very nature of a gift or a charity that the giver can not, after the exercise of his benevolence is past, recall or modify its benefits.

We are thus brought directly to the question whether we are entitled to regard the release of the *Trent* as involuntary or whether we are obliged to consider that it was voluntary.

Clearly the release would have been involuntary had it been made solely upon the first ground assigned for it by Captain Wilkes, namely, a want of sufficient force to send the prize vessel into port for adjudication. It is not the duty of a captor to hazard his own vessel in order to secure a judicial examination to the captured party. No large prize crew, however, is legally necessary, for it is the duty of the captured party to acquiesce and go willingly before the tribunal to whose jurisdiction it appeals. If the captured party indicate purposes to employ means of resistance which the captor can not with probable safety to himself overcome, he may properly leave the vessel to go forward, and neither she nor the state she represents can ever afterward justly object that the captor deprived her of the judicial remedy to which she was entitled.

But the second reason assigned by Captain Wilkes for releasing the *Trent* differs from the first. At best, therefore, it must be held that Captain Wilkes, as he explains himself, acted from combined sentiments of prudence and generosity, and so that the release of the prize vessel was not strictly necessary or involuntary.

Secondly, how ought we to expect these explanations by Captain Wilkes of his reasons for leaving the capture incomplete to affect the action of the British Government? The observation upon this point which first occurs is that Captain Wilkes' explanations were not made to the authorities of the captured vessel. If made known to them they might have approved and taken the release upon the condition of waiving a judicial investigation of the whole transaction, or they might have refused to accept the release upon that condition.

But the case is one not with them, but with the British Government. If we claim that Great Britain ought not to insist that judicial trial has been lost because we voluntarily released the offending vessel out of consideration for her innocent passengers, I do not see how she is to be bound to acquiesce in the decision which was thus made by us without necessity on our part and without knowledge of conditions or consent on her own. The question between Great Britain and ourselves thus stated would be a question not of right and of law, but of favor to be conceded by her to us in return for favors shown by us to her, of the value of which favors on both sides we ourselves shall be the judge.

Of course the United States could have no thought of raising such a question in any case.

I trust that I have shown to the satisfaction of the British Government, by a very simple and natural statement of the facts and analysis of the law applicable to them, that this Government has neither meditated, nor practiced, nor approved any deliberate wrong in the transaction to which they have called its attention, and, on the contrary, that what has happened has been simply an inadvertency, consisting in a departure by a naval officer, free from any wrongful motive, from a rule uncertainly established, and probably by the several parties concerned either imperfectly understood or entirely unknown. For this error the British Government has right to expect the same reparation that we, as an independent state, should expect from Great Britain or from any other friendly nation in a similar case.

I have not been unaware that in examining this question I have fallen into an argument for what seems to be the British side of it against my own country, but I am relieved from all embarrassment on that subject. I had hardly fallen into that line of argument when I discovered that I was really defending and maintaining, not an exclusively British interest, but an old honored and cherished American cause, not upon British authorities, but upon principles that constitute a large portion of the distinctive policy by which the United States have developed the resources of a continent, and thus becoming a considerable maritime power, have won the respect and confidence of many nations. These principles were laid down for us in 1804 by James Madison, when Secretary of State in the administration of Thomas Jefferson, in instructions given to James Monroe, our minister to England. Although the case before him concerned a description of persons different from those who are incidentally the subjects of the present discussion, the ground he assumed then was the same I now occupy, and the arguments by which he sustained himself upon it have an inspiration to me in preparing this reply.

> Whenever [he says] property found in a neutral vessel is supposed to be liable on any ground to capture and condemnation, the rule in all cases is that the question shall not be decided by the captor, but be carried before a legal tribunal, where a regular trial may be had, and where the captor himself is liable to damages for an abuse of his power. Can it be reasonable, then, or just, that a belligerent commander who is thus restricted and thus responsible in a case of mere property of trivial amount should be permitted, without recurring to any tribunal whatever, to examine the crew of a neutral vessel to decide the important question of their respective allegiance, and to carry that decision into execution by forcing every individual he may choose into a service abhorrent to his feelings, cutting him off from his most tender connections, exposing his mind and his person to the most humiliating discipline, and his life itself to the greatest dangers? Reason, justice, and humanity unite in protesting against so extravagant a proceeding.

If I decide this case in favor of my own Government I must disallow its most cherished principles and reverse and forever abandon its essential policy. The country can not afford the sacrifice. If I maintain those principles and adhere to that policy, I must surrender the case itself. It will be seen, therefore, that this Government could not deny the justice of the claim presented to us in this respect upon its merits. We are asked to do to the British nation just what we have always insisted all nations ought to do to us.

The claim of the British Government is not made in a discourteous manner. This Government, since its first organization, has never used more guarded language in a similar case.

In coming to my conclusion, I have not forgotten that if the safety of this Union required the detention of the captured persons, it would

be the right and duty of this Government to detain them. But the effectual check and waning proportions of the existing insurrection, as well as the comparative unimportance of the captured persons themselves, when dispassionately weighed, happily forbid me from resorting to that defense.

Nor am I unaware that American citizens are not in any case to be unnecessarily surrendered for any purpose into the keeping of a foreign state. Only the captured persons, however, or others who are interested in them, could justly raise a question on that ground.

Nor have I been tempted at all by suggestions that cases might be found in history where Great Britain refused to yield to other nations, and even to ourselves, claims like that which is now before us. Those cases occurred when Great Britain, as well as the United States, was the home of generations which, with all their peculiar interests and passions, have passed away. She could in no other way so effectually disavow any such injury, as we think she does, by assuming now as her own the ground upon which we then stood.

It would tell little for our own claims to the character of a just and magnanimous people if we should so far consent to be guided by the law of retaliation as to lift up buried injuries from their graves to oppose against what national consistency and the national conscience compel us to regard as a claim intrinsically right.

Putting behind me all suggestions of this kind, I prefer to express my satisfaction that, by the adjustment of the present case upon principles confessedly American, and yet, as I trust, mutually satisfactory to both of the nations concerned, a question is finally and rightly settled between them which heretofore, exhausting not only all forms of peaceful discussion but also the arbitrament of war itself, for more than half a century alienated the two countries from each other and perplexed with fears and apprehensions all other nations.

The four persons in question are now held in military custody at Fort Warren, in the State of Massachusetts. They will be cheerfully liberated. Your lordship will please indicate a time and place for receiving them.

I avail, etc.,

WILLIAM H. SEWARD.

Lord LYONS.

[Enclosure 2.]

Lord Lyons to Mr. Seward.

WASHINGTON, *December 27, 1861.*

SIR: I have this morning received the note which you did me the honor to address to me yesterday, in answer to Earl Russell's dispatch of the 30th November last, relative to the removal of Mr. Mason, Mr. Slidell, Mr. Macfarland, and Mr. Eustis from the British mail packet *Trent*. I will, without any loss of time, forward to Her Majesty's Government a copy of the important communication which you have made to me.

I will also, without delay, do myself the honor to confer with you personally on the arrangements to be made for delivering the four gentlemen to me, in order that they may be again placed under the protection of the British flag.

I have, etc.,

LYONS.

W. H. SEWARD, Esq.

Lord Lyons to Earl Russell.

[Extract.]

WASHINGTON, *December 27, 1861.*
(Received January 9, 1862.)

Before transmitting to me the note of which a copy is inclosed in my immediately preceding dispatch of to-day's date, Mr. Seward sent for me to the State Department, and said with some emotion that he thought that it was due to the great kindness and consideration which I had manifested throughout in dealing with the affair of the *Trent* that he should tell me with his own lips that he had been able to effect a satisfactory settlement of it. He had, however, now been authorized to address to me a note which would be satisfactory to her Majesty's Government.

In answer to inquiries from me, Mr. Seward said that of course he understood her Majesty's Government to leave it open to the Government of Washington to present the case in the form which would be most acceptable to the American people; but that the note was intended to be, and was, a compliance with the terms proposed by her Majesty's Government. He would add that the friendly spirit and the discretion which I had manifested in the whole matter, from the day on which the intelligence of the seizure reached Washington up to the present moment, had more than anything else contributed to the satisfactory settlement of the question.

I asked Mr. Seward what arrangements he would wish me to make for receiving the prisoners. He begged me to speak to him on the subject to-morrow, for he was at the moment overwhelmed with business, and particularly with the labor of preparing dispatches for the European mail.

LYONS.

Earl RUSSEL.

—

Earl Russell to Lord Napier.

[Extract.]

FOREIGN OFFICE [LONDON], *January 10, 1862.*

Her Majesty's Government have every reason to be satisfied with the opinions and the acts of the European powers in regard to the matter of the *Trent*.

The Emperor of the French, without delay, instructed his minister at Washington to support by argument and by counsel the proposals for reparation made by her Majesty to the Government of Washington. The Emperor of Austria and the King of Prussia, as soon as they were acquainted with the facts, threw the moral weight of their judgment into the scale of Great Britain. While her Majesty's Government have been much gratified by these spontaneous marks of adherence and approval, they have no reason to be dissatisfied with the conduct of Russia.

Baron Brunnow wrote at once from London to his colleague at Washington, condemning in strong terms the conduct of the commander of the *San Jacinto*, and advising due reparation to her Majesty's Government by the President of the United States. Prince Gortschakoff

wrote also to Washington and to London private letters entirely approving the step taken by Baron Brunnow. Other powers have expressed similar sentiments.

RUSSELL.

Lord NAPIER.

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *January 10, 1862.*

MY LORD: In my dispatch to you of the 30th of November, after informing you of the circumstances which had occurred in relation to the capture of the four persons taken from on board the *Trent*, I stated to you that it thus appeared that certain individuals had been forcibly taken from on board a British vessel, the ship of a neutral power, while such vessel was pursuing a lawful and innocent voyage: an act of violence which was an affront to the British flag and a violation of international law. I concluded by directing you, in case the reparation which her Majesty's Government expected to receive should not be offered by Mr. Seward, to propose to that minister to make such redress as alone would satisfy the British nation, namely, first, the liberation of the four gentlemen taken from on board the *Trent*, and their delivery to your lordship in order that they might again be placed under British protection; and, secondly, a suitable apology for the aggression which had been committed.

I received yesterday your dispatch of the 27th ultimo, enclosing a note to you from Mr. Seward, which is in substance the answer to my dispatch of the 30th of November.

Proceeding at once to the main points in discussion between us, her Majesty's Government have carefully examined how far Mr. Seward's note, and the conduct it announces, complies substantially with the two proposals I have recited.

With regard to the first, viz, the liberation of the prisoners with a view to their being again placed under British protection, I find that the note concludes by stating that the prisoners will be cheerfully liberated, and by calling upon your lordship to indicate a time and place for receiving them. No condition of any kind is coupled with the liberation of the prisoners.

With regard to the suitable apology which the British Government had a right to expect, I find that the Government of the United States distinctly and unequivocally declares that no directions had been given to Captain Wilkes, or to any other naval officer, to arrest the four persons named, or any of them, on the *Trent*, or on any other British vessel, or on any other neutral vessel, at the place where it occurred or elsewhere.

I find further that the Secretary of State expressly forbears to justify the particular act of which her Majesty's Government complained. If the U. S. Government had alleged that, although Captain Wilkes had no previous instruction for that purpose he was right in capturing the persons of the four prisoners and in removing them from the *Trent* on board his own vessel, to be afterwards carried into a port of the United States, the Government which had thus sanctioned the proceeding of Captain Wilkes would have become responsible for the original violence and insult of the act. But Mr. Seward contents himself with stating that what has happened has been simply an inadvertency, con-

sisting in a departure by a naval officer, free from any wrongful motive, from a rule uncertainly established, and probably by the several parties concerned either imperfectly understood or entirely unknown. The Secretary of State goes on to affirm that for this error the British Government has a right to expect the same reparation which the United States as an independent state should expect from Great Britain or from any other friendly nation in a similar case.

Her Majesty's Government, having carefully taken into their consideration the liberation of the prisoners, the delivery of them into your hands, and the explanations to which I have just referred, have arrived at the conclusion that they constitute the reparation which her Majesty and the British nation had a right to expect. It gives her Majesty's Government great satisfaction to be enabled to arrive at a conclusion favorable to the maintenance of the most friendly relations between the two nations. I need not discuss the modifications in my statement of facts which Mr. Seward says he has derived from the reports of officers of his Government.

I can not conclude, however, without adverting shortly to the discussions which Mr. Seward has raised upon points not prominently brought into question in my dispatch of the 30th of November. I there objected, on the part of her Majesty's Government, to that which Captain Wilkes had done. Mr. Seward, in his answer, points out what he conceives Captain Wilkes might have done without violating the law of nations.

It is not necessary that I should here discuss in detail the five questions ably argued by the Secretary of State, but it is necessary that I should say that her Majesty's Government differs from Mr. Seward in some of the conclusions at which he has arrived; and it may lead to a better understanding between the two nations on several points of international law which may during the present contest, or at some future time, be brought into question, that I should state to you for communication to the Secretary of State wherein those differences consist. I hope to do so in a few days.

In the meantime it will be desirable that the commanders of the U. S. cruisers should be instructed not to repeat acts for which the British Government will have to ask for redress and which the U. S. Government can not undertake to justify.

You will read and give a copy of this dispatch to the Secretary of State.

I am, etc.,

RUSSELL.

Lord LYONS.

—

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *January 11, 1862.*

MY LORD: In transmitting to your lordship my preceding dispatch of yesterday's date, I have to state that I read a copy of it this day to Mr. Adams. When I had done, Mr. Adams said that he considered it as a dispatch which would be very satisfactory to his Government.

I said that the paragraph in the dispatch was meant as a reference to the case of the *Eugenia Smith*, which seemed to be as similar as possible to that of the *Trent*. I concluded that in that case the prisoners would be at once liberated, a conclusion in which Mr. Adams seemed to

agree; but he declared that he knew nothing of the case except from the newspapers.

I spoke to him of the report that a number of Federal cruisers were coming to the British Channel, and I expressed a hope that interruption of British trade would, as far as possible, be avoided.

Mr. Adams explained that, according to rumor, a complete squadron of Confederate vessels were about to cruise in the British Channel. The *Nashville*, the *Sumter*, and the *Pacific* were to form a part of this squadron. He had been informed that both at Liverpool and at Havre many merchant vessels of the United States were detained, afraid to put to sea in the face of the expected squadron. The object of his Government was therefore to protect their own trade, and not to harass ours. I said I expected that such would be his answer.

I alluded to the case of the men landed in Southampton and found in the docks, being part of the crew of the *Tuscarora*. He told me he had warned the Captain of the *Tuscarora* with regard to any use of force on the land of a neutral. I then informed him that the captain of the *Tuscarora* had received notice in respect to the rule that a belligerent leaving a neutral port should not be pursued by the belligerent vessel of the opposite power till after the expiration of twenty-four hours.

I enclose a correspondence with the board of admiralty and Mr. Adams on this subject.

I then stated that I thought it might be useful to both Governments if several points in regard to neutrality raised by Mr. Adams' dispatch were to be calmly discussed between us. Some passages in Mr. Seward's dispatch might lead to the inference that almost every packet passing between Dover and Calais might be liable to be taken and carried into New York on the pretext that it carried some emissary of the secessionists. But such, I was convinced, was not the meaning of Mr. Seward.

I sincerely congratulated him on the termination of this affair and said that if Mr. Hume was right in saying that the reparation of injustice is the second honor of a nation, that honor undoubtedly belonged to the Government of the United States.

I am, etc.,

RUSSELL.

Lord LYONS.

—

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *January 11, 1862.*

MY LORD: Your conduct in the important matter of the *Trent* is entirely approved by Her Majesty. The discretion and good temper you have shown have contributed greatly to the success of our representations.

In order to give your lordship by a public document a proof that you have acted strictly according to the instructions you have received, I inclose an extract, annexed to this dispatch, of a private letter I addressed to you on the 1st of December last.

I am, etc.

RUSSELL.

Lord LYONS.

[Enclosure.]

Earl Russell to Lord Lyons.

[Extract—Private.]

FOREIGN OFFICE [LONDON], *December 1, 1861.*

The dispatches which were agreed to at the cabinet yesterday, and which I have signed this morning, impose upon you a disagreeable task. My wish would be that, at your first interview with Mr. Seward, you should not take my dispatch with you, but should prepare him for it, and ask him to settle with the President and the Cabinet what course they would propose.

The next time you should bring my dispatch and read it to him fully. If he asks what will be the consequence of his refusing compliance, I think you should say that you wish to leave him and the President quite free to take their own course and that you desire to abstain from anything like menace.

RUSSELL.

Lord LYONS.

—

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *January 11, 1862.*

MY LORD: I have to call your attention to the case of the *Eugenia Smith*, a British vessel, from which two persons were taken by a U. S. cruiser, and have been since confined in Fort Lafayette. The circumstances are detailed in the newspaper sent to you by Consul Archibald.

As the principle which has governed the decision of the U. S. Government in the case of the *Trent* appears entirely applicable to this case, I conclude that the two prisoners will be released at once. Should that not be the case you will state the circumstance to Mr. Seward, and ask for the delivery of the prisoners.

I enclose a copy of the registry of the vessel *Eugenia Smith.*

I am, etc.,

RUSSELL.

Lord LYONS.

—

Lord Lyons to Earl Russell.

WASHINGTON, *December 31, 1861.*
(Received January 15, 1862.)

MY LORD: After some consultation with Mr. Seward, I have fixed noon to-morrow as the time, and Provincetown, in the State of Massachusetts, as the place, at which Mr. Mason, Mr. Slidell, Mr. Macfarland, and Mr. Eustis are to be restored to the protection of the British flag.

I have accordingly requested Commander Hewett, of H. M. ship *Rinaldo*, to go at once with that ship to Provincetown to receive the four gentlemen. The U. S. Government will convey them thither from Fort Warren in an American steam vessel.

Mr. Seward assures me that this arrangement is acceptable to the Government of the United States, and well calculated to secure the gentlemen themselves from inconvenience and annoyance.

I have the honor to transmit to your lordship a copy of the dispatch which I have written to Commander Hewett. Your lordship will perceive that I have requested him to proceed with his passengers, in the first instance, to Halifax. This will, no doubt, be in conformity with their own wishes.

I consider that as the four gentlemen lost their passage on board the *Trent* in consequence of their not obtaining from the British flag the protection which it ought to have afforded to them, we are now bound to facilitate the prosecution of their voyage to Europe if they request us to do so. They will, no doubt, on their arrival at Halifax, confer with the lieutenant-governor respecting their future proceedings.

It may perhaps be desirable, after all that has occurred, that whatever may be the place to which Mr. Mason and Mr. Slidell and their companions may desire to proceed, they should pursue their voyage in a Government vessel; for it would be most unfortunate if the whole question should be reopened by any attempt to capture a vessel with these gentlemen on board and bring her in for adjudication before an American prize court. I do not believe that the Government of the United States would countenance such a proceeding, but an officer of the U. S. Navy who had not been recently in communication with his superiors might form a misconception of their wishes and of his own duty and deem it right to capture a private vessel on the same grounds on which Captain Wilkes seized the four passengers on board the *Trent*.

I have, etc.,

LYONS.

Earl RUSSELL.

[Enclosure.]

Lord Lyons to Commander Hewett.

WASHINGTON, *December 30, 1861.*

SIR: You are no doubt aware that the Government of the United States has declared that it will cheerfully liberate Mr. Mason, Mr. Slidell, Mr. Macfarland, and Mr. Eustis, and has requested me to appoint a time and place for receiving those gentlemen.

I have agreed with the Secretary of State of the United States that the four gentlemen shall be replaced under the protection of the British flag in the harbor of Provincetown, Cape Cod, as soon as the necessary arrangements can be made.

I consider it to be of very great importance that every facility should be afforded by her Majesty's officers for effecting this without delay. I therefore deem it to be my duty to request you to proceed as soon as possible, in her Majesty's ship under your command, to Provincetown harbor, and there take the four gentlemen on board. They will be brought from Fort Warren, Boston harbor, to Provincetown, in an American steam vessel. Should they not be already there when you arrive, it will be proper that you wait for them.

As soon as you have them on board, it will be desirable that you proceed with them direct to Halifax; this will, no doubt, be in conformity with their own wishes. You are further at liberty to assure them that they will find every disposition on our part to repair, as far as is now possible, any inconvenience or disadvantage which they have sustained in consequence of their removal from the protection of the British flag. We shall be willing to place them as nearly as possible in the position which they occupied when that removal took place; but we can not do more than this. We shall be desirous to facilitate their

passing from Halifax to any neutral port; but we can not undertake to convey them to part of the coast of the States which have seceded from the Republic. The whole of the coasts of those States is under blockade, and Mr. Mason and Mr. Slidell and their companions were excluded from it by the blockade when they were under the British flag on board the *Trent*.

It is hardly necessary that I should remind you that these gentlemen have no official character. It will be right for you to receive them with all courtesy and respect as private gentlemen of distinction; but it would be very improper to pay to them any of those honors which are paid to official persons.

It is desirable that the transfer of them from the American steam vessel to her Majesty's ship under your command should be effected unostentatiously; and that when you have them on board, you should go on to Halifax without the smallest delay.

I request you to inform me by telegraph, as soon as possible after you receive this dispatch, of the hour at which you intend to leave New York, and of the hour at which you expect to arrive at Provincetown.

I am, etc.,

LYONS.

Commander HEWETT.

Lord Lyons to Earl Russell.

[Extract.]

WASHINGTON, *December 31, 1861.*
(Received January 15, 1862.)

I was myself perfectly willing to dispatch her Majesty's ship *Rinaldo* to Boston harbor to receive Mr. Mason and Mr. Slidell and their companions from Fort Warren.

I told Mr. Seward that I desired to consult his wishes as far as possible; that I was as unwilling as he could be that the transfer of the four gentlemen should cause any popular excitement, or be made the occasion for anything like display of exultation on the part of Great Britain. The only points on which I desired to insist were, that the transfer should be made by daylight, and that the gentlemen should either be received on board a British ship of war in the United States or be conveyed to a British port in an American ship.

Provincetown was suggested as the best place by the Assistant Secretary of the Navy. It is, I believe, a small, quiet town. It is situated near Cape Cod, and the harbor is a very good one. It is about 40 miles from Boston. It is not on the direct route from Boston to Halifax, but it is nearer to Halifax than Boston is.

Time did not admit of the *Rinaldo's* reaching it before to-morrow at noon.

LYONS.

Earl RUSSELL.

Lord Lyons to Earl Russell.

WASHINGTON, *January 3* [*1862*].
(Received January 16.)

MY LORD: The telegraphic dispatches in the newspapers this morning announce that Mr. Mason, Mr. Slidell, and their two companions

sailed from Provincetown on board H. M. ship *Rinaldo* at 5 o'clock the day before yesterday. I have no other intelligence of their departure, but I do not doubt that the newspaper accounts are correct.

No excitement appears to have been apparent either at Provincetown or at Boston.

I have, etc.,

LYONS.

Earl RUSSELL.

Lord Lyons to Earl Russell.

WASHINGTON, *January 6, 1862.*
(Received January 20.)

MY LORD: I have the honor to enclose the copy of a dispatch which I received the day before yesterday from Commander Hewett, informing me that he received Mr. Mason and Mr. Slidell on board H. M. ship *Rinaldo*, at Provincetown, on the 1st instant, and intended to put to sea at once and make the best of his way to Halifax.

I have also the honor to transmit to you a copy of a note which I have received to-day from Mr. Frederick Seward, who is acting as Secretary of State in the absence of his father. It announces to me officially the delivery of the four gentlemen to the commander of the *Rinaldo*. I add a copy of a note which I have written to Mr. Seward in reply.

I have learned from the newspapers that the *Rinaldo* actually sailed from Provincetown on the 1st instant. Intelligence of her arrival at Halifax has not, however, yet reached Washington.

I have, etc.,

LYONS.

Earl RUSSELL.

[Enclosure 1.]

Commander Hewett to Lord Lyons.

RINALDO, PROVINCETOWN HARBOR, *January 1, 1862.*

MY LORD: I have the honor to inform your lordship that I left New York on the 30th ultimo and arrived at Provincetown early this morning, and waited till evening, when Messrs. Mason and Slidell and companions came on board from an American tugboat from Boston. According to your lordship's instructions I received them without form or ceremony.

Although the barometer is falling considerably, I intend putting to sea at once and making the best of my way to Halifax.

I have, etc.,

W. HEWETT.

Lord LYONS.

P. S.—The gentlemen remarked that their only wish was to proceed to Europe.

W. H.

[Enclosure 2.]

Mr. F. W. Seward to Lord Lyons.

WASHINGTON, *January 6, 1861* [*1862*].

MY LORD: I have the honor to inform you that at 4 p. m. on Wednesday last, the 1st instant, Messrs. Mason, Slidell, Eustis, and

Macfarland, citizens of the United States, who were taken from the British mail steamer *Trent*, by order of Captain Wilkes, of the U. S. war steamer *San Jacinto*, were delivered to the custody of the commander of the British war steamer *Rinaldo*, at Provincetown, in the State of Massachusetts.

I avail, etc.,

F. W. SEWARD.

Lord LYONS.

[Enclosure 3.]

Lord Lyons to Mr. F. Seward.

WASHINGTON, *January 6, 1861 [1862]*.

SIR: I hasten to acknowledge the receipt of the note, dated to-day, in which you have done me the honor to announce to me that Messrs. Mason, Slidell, Eustis, and Macfarland were delivered to the commander of her Majesty's ship *Rinaldo*, at Provincetown, in the State of Massachusetts, on the 1st instant.

I have, on my part, the honor to inform you that the commander of her Majesty's ship, the *Rinaldo*, who was deputed by me to receive the four gentlemen, has reported to me that they were duly delivered to him on board that ship, at the time and place above mentioned.

I have, etc.,

LYONS.

F. W. SEWARD, Esq.

Earl Russell to Lord Lyons.

FOREIGN OFFICE [LONDON], *January 23, 1862.*

MY LORD: I mentioned in my dispatch of the 10th instant that her Majesty's Government differed from Mr. Seward in some of the conclusions at which he had arrived; and that I should state to you on a future occasion wherein these differences consisted. I now proceed to do so.

It is necessary to observe that I propose to discuss the questions involved in this correspondence solely on the principles of international law. Mr. Seward himself, speaking of the capture of the four gentlemen taken from on board the *Trent*, says: "The question before us is whether this proceeding was authorized by and conducted according to the law of nations." This is, in fact, the nature of the question which has been, but happily is no longer at issue. It concerned the respective rights of belligerents and neutrals. We must therefore discard entirely from our minds the allegation that the captured persons were rebels, and we must consider them only as enemies of the United States, at war with its Government, for that is the ground on which Mr. Seward ultimately places the discussion. It is the only ground upon which foreign governments can treat it.

The first inquiry that arises therefore is, as Mr. Seward states it, "Were the persons named and their supposed dispatches contraband of war?"

Upon this question her Majesty's Government differ entirely from Mr. Seward.

The general right and duty of a neutral power to maintain its own communications and friendly relations with both belligerents can not be

disputed. "A neutral nation," says Vattel,* "continues, with the two parties at war, in the several relations nature has placed between nations. It is ready to perform toward both of them all the duties of humanity reciprocally due from nation to nation." In the performance of these duties, on both sides, the neutral nation has itself a most direct and material interest; especially when it has numerous citizens resident in the territories of both belligerents; and when its citizens, resident both there and at home, have property of great value in the territories of the belligerents, which may be exposed to danger from acts of confiscation and violence if the protection of their own government should be withheld. This is the case with respect to British subjects during the present civil war in North America.

Acting upon these principles, Sir William Scott, in the case of the *Caroline*,† during the war between Great Britain and France decided that the carrying of dispatches from the French ambassador resident in the United States to the Government of France by a United States merchant ship was no violation of the neutrality of the United States in the war between Great Britain and France and that such dispatches could not be treated as contraband of war.

He said:

> The neutral country has a right to preserve its relations with the enemy, and you are not at liberty to conclude that any communication between them can partake, in any degree, of the nature of hostility against you. The enemy may have his hostile projects to be attempted with the neutral state, but your reliance is on the integrity of that neutral state, that it will not favor nor participate in such designs, but, as far as its own councils and actions are concerned, will oppose them. And if there should be private reasons to suppose that this confidence in the good faith of the neutral state has a doubtful foundation, that is matter for the caution of the Government, to be counteracted by just measures of preventive policy; but it is no ground on which this court can pronounce that the neutral carrier has violated his duty by bearing dispatches, which, as far as he can know, may be presumed to be of an innocent nature, and in the maintenance of a specific connection

And he continues, shortly afterwards:

> It is to be considered also, with regard to this question, what may be due to the convenience of the neutral state, for its interests may require that the intercourse of correspondence with the enemy's country should not be altogether interdicted. It might be thought to amount almost to a declaration that an ambassador from the enemy shall not reside in the neutral state, if he is declared to be debarred from the only means of communicating with his own. For to what useful purpose can he reside there without the opportunities of such a communication? It is too much to say that all the business of the two states shall be transacted by the minister of the neutral state resident in the enemy's country. The practice of nations has allowed to neutral states the privilege of receiving ministers from the belligerent states, and the use and convenience of an immediate negotiation with them.

That these principles must necessarily extend to every kind of diplomatic communication between government and government, whether by sending or receiving ambassadors or commissioners personally, or by sending or receiving dispatches from or to such ambassadors or commissioners, or from or to the respective governments, is too plain to need argument; and it seems no less clear that such communications must be as legitimate and innocent in their first commencement as afterwards, and that the rule can not be restricted to the case in which diplomatic relations are already formally established by the residence of an accredited minister of the belligerent power in the neutral country. It is the neutrality of the one party to the communications, and not either the mode of the communications or the time when it first

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* Vattel, Book III, cap. 7, sec. 118.

† The *Caroline* (Chr. Rob., 461); cited and approved by Wheaton ("Elements," Part IV, cap. 3, sec. 22).

takes place, which furnishes the test of the true application of the principle. The only distinction arising out of the peculiar circumstances of a civil war and of the nonrecognition of the independence of the *de facto* government of one of the belligerents, either by the other belligerent or by the neutral power, is this: That, "for the purpose of avoiding the difficulties which might arise from a formal and positive solution of these questions, diplomatic agents are frequently substituted who are clothed with the powers and enjoy the immunities of ministers, though they are not invested with the representative character nor entitled to diplomatic honors."* Upon this footing Messrs. Mason and Slidell, who are expressly stated by Mr. Seward to have been sent as pretended ministers plenipotentiary from the Southern States to the courts of St. James and of Paris, must have been sent, and would have been, if at all, received; and the reception of these gentlemen upon this footing could not have been justly regarded, according to the law of nations, as a hostile or unfriendly act toward the United States. Nor, indeed, is it clear that these gentlemen would have been clothed with any powers, or have enjoyed any immunities, beyond those accorded to diplomatic agents not officially recognized.

It appears to her Majesty's Government to be a necessary and certain deduction from these principles that the conveyance of public agents of this character from Havana to St. Thomas on their way to Great Britain and France, and of their credentials or dispatches (if any) on board the *Trent*, was not and could not be a violation of the duties of neutrality on the part of that vessel; and, both for that reason and also because the destination of these persons and their dispatches was bona fide neutral, it is in the judgment of her Majesty's Government clear and certain that they were not contraband.

The doctrine of contraband has its whole foundation and origin in the principle which is nowhere more accurately explained than in the following passage of Bynkershoek. After stating in general terms the duty of impartial neutrality, he adds:

*Et sane id, quod modo dicebam, non tantum ratio docet, sed et usus, inter omnes fere gentes receptus. Quamvis enim libera sint cum amicorum nostrorum hostibus commercia, usu tamen placuit, ne alterutrum his rebus juvemus, quibus bellum contra amicos nostros instruatur et foveatur. Non licet igitur alterutri advehere ea, quibus in bello gerendo opus habet; ut sunt tormenta, arma, et quorum præcipuus in bello usus, milites. * * * * Optimo jure interdictum est, ne quid eorum hostibus subministremus; quia his rebus nos ipsiquodammodo videremur amicis nostris bellum facere.*†

The principle of contraband of war is here clearly explained, and it is impossible that men, or dispatches, which do not come within that principle, can in this sense be contraband. The penalty of knowingly carrying contraband of war is, as Mr. Seward states, nothing less than the confiscation of the ship; but it is impossible that this penalty can be incurred when the neutral has done no more than employ means usual among nations for maintaining his own proper relations with one of the belligerents. It is of the very essence of the definition of contraband that the articles should have a hostile, and not a neutral destination. "Goods," says Lord Stowell,‡ "going to a neutral port can not come under the description of contraband, all goods going there being equally lawful. The rule respecting contraband," he adds, "as I have always understood it, is that articles must be taken *in delicto*, in the actual prosecution of the voyage to an enemy's port." On what just principle can it be contended that a hostile destination is less neces-

* Wheaton's Elements, part 3, chap. 1, sec. 5.
† Bynkershoek: Quæst. Jur. Publ., lib. 1, cap. 9.
‡ The Ina; 3 Chr. Rob., 167.

sary, or a neutral destination more noxious, for constituting a contraband character in the case of public agents or dispatches, than in the case of arms and ammunition?

Mr. Seward seeks to support his conclusion on this point by a reference to the well-known dictum of Sir William Scott in the case of the *Caroline*, that "you may stop the ambassador of your enemy on his passage," * and to another dictum of the same judge, in the case of the *Orozembo*, that civil functionaries, "if sent for a purpose intimately connected with the hostile operations," † may fall under the same rule with persons whose employment is directly military. These quotations are, as it seems to her Majesty's Government, irrelevant. The words of Sir W. Scott are in both applied by Mr. Seward in a sense different from that in which they were used. Sir William Scott does not say that an ambassador sent from a belligerent to a neutral state may be stopped as contraband while on his passage on board a neutral vessel belonging to that or any other neutral state; nor that, if he be not contraband, the other belligerent would have any right to stop him on such a voyage. The sole object which Sir William Scott had in view was to explain the extent and limits of the doctrine of the inviolability of ambassadors, in virtue of that character; for he says:

> The limits that are assigned to the operations of war against them, by Vattel and other writers upon these subjects, are that you may exercise your right of war against them whenever the character of hostility exists. You may stop the ambassador of your enemy on his passage; but when he has arrived, and taken upon him the functions of his office, and has been admitted in his representative character, he becomes a sort of middleman, entitled to peculiar privileges, as set apart for the protection of the relations of amity and peace, in maintaining which all nations are in some degree interested.

There is certainly nothing in this passage from which an inference can be drawn so totally opposed to the general tenor of the whole judgment, as that an ambassador proceeding to the country to which he is sent, and on board a neutral vessel belonging to that country, can be stopped on the ground that the conveyance of such an ambassador is a breach of neutrality, which it must be if he be contraband of war. Sir William Scott is here expressing not his own opinion merely, but the doctrine which he considers to have been laid down by writers of authority upon the subject. No writer of authority has ever suggested that an ambassador proceeding to a neutral state on board one of its merchant ships is contraband of war. The only writer named by Sir William Scott is Vattel,‡ whose words are these:

> *On peut encore attaquer et arrêter ses gens* [i. e., *gens de l'ennemi*], *partout où on a la liberté d'exercer des actes d'hostilité. Non seulement donc on peut justement refuser le passage aux ministres qu'un ennemi envoyé á d'autres souverains; on les arrête même s'ils entreprennent de passer secrètement et sans permission dans les lieux dont on est maître.*

And he adds, as an example, the seizure of a French ambassador when passing through the dominions of Hanover during war between England and France, by the King of England, who was also sovereign of Hanover.

The rule, therefore, to be collected from these authorities is that you may stop an enemy's ambassador in any place of which you are yourself the master, or in any place where you have a right to exercise acts of hostility. Your own territory, or ships of your own country, are places of which you are yourself the master. The enemy's territory, or the enemy's ships, are the places in which you have a right to exercise

* The *Caroline;* 6 Chr. Rob., 468.
† The *Orozembo;* 6 Chr. Rob., 434.
‡ Vattel, lib. IV, chap. 7, sec. 85.

acts of hostility. Neutral vessels, guilty of no violation of the laws of neutrality, are places where you have no right to exercise acts of hostility.

It would be an inversion of the doctrine that ambassadors have peculiar privileges to argue that they are less protected than other men. The right conclusion is that an ambassador sent to a neutral power is inviolable on the high seas, as well as in neutral waters, while under the protection of the neutral flag.

The other dictum of Sir William Scott, in the case of the *Orozembo*, is even less pertinent to the present question. That related to the case of a neutral ship which, upon the effect of the evidence given on the trial, was held by the court to have been engaged as an enemy's transport to convey the enemy's military officers and some of his civil officers, whose duties were intimately connected with military operations, from the enemy's country to one of the enemy's colonies, which was about to be the theater of those operations, the whole being done under color of a simulated neutral destination. But as long as a neutral government, within whose territory no military operations are carried on, adheres to its profession of neutrality the duties of civil officers on a mission to that government and within its territory can not possibly be "connected with" any "military operations" in the sense in which these words were used by Sir William Scott, as, indeed, is rendered quite clear by the passages already cited from his own judgment in the case of the *Caroline*.

In connection with this part of the subject it is necessary to notice a remarkable passage in Mr. Seward's note, in which he says:

> I assume, in the present case, what, as I read British authorities, is regarded by Great Britain herself as true maritime law—that the circumstance that the *Trent* was proceeding from a neutral port to another neutral port does not modify the right of the belligerent capture.

If, indeed, the immediate and ostensible voyage of the *Trent* had been to a neutral port, but her ultimate and real destination to some port of the enemy, her Majesty's Government might have been better able to understand the reference to British authorities contained in this passage. It is undoubtedly the law, as laid down by British authorities, that if the real destination of the vessel be hostile (that is, to the enemy or the enemy's country) it can not be covered and rendered innocent by a fictitious destination to a neutral port. But if the real terminus of the voyage be bona fide, in a neutral territory, no English, nor, indeed, as her Majesty's Government believe, any American authority can be found which has ever given countenance to the doctrine that either men or dispatches can be subject, during such a voyage and on board such a neutral vessel, to belligerent capture as contraband of war. Her Majesty's Government regard such a doctrine as wholly irreconcilable with the true principles of maritime law, and certainly with those principles as they have been understood in the courts of this country.

It is to be further observed that packets engaged in the postal service, and keeping up the regular and periodical communications between the different countries of Europe and America and other parts of the world, though, in the absence of treaty stipulations, they may not be exempted from visit and search in time of war, nor from the penalties of any violation of neutrality, if proved to have been knowingly committed, are still, when sailing in the ordinary and innocent course of their legitimate employment, which consists in the conveyance of mails and passengers, entitled to peculiar favor and protection from all gov-

ernments in whose service they are engaged. To detain, disturb, or interfere with them, without the very gravest cause, would be an act of a most noxious and injurious character, not only to a vast number and variety of individual and private interests, but to the public interests of neutral and friendly governments.

It has been necessary to dwell upon these points in some detail, because they involve principles of the highest importance, and because, if Mr. Seward's argument were acted upon as sound, the most injurious consequences might follow.

For instance, in the present war, according to Mr. Seward's doctrine, any packet ship carrying a Confederate agent from Dover to Calais, or from Calais to Dover, might be captured and carried to New York. In case of a war between Austria and Italy the conveyance of an Italian minister or agent might cause the capture of a neutral packet plying between Malta and Marseilles, or between Malta and Gibraltar, the condemnation of the ship at Trieste, and the confinement of the minister or agent in an Austrian prison. So in the late war between Great Britain and France on the one hand, and Russia on the other, a Russian minister going from Hamburg to Washington, in an American ship, might have been brought to Portsmouth, the ship might have been condemned, and the minister sent to the Tower of London. So, also, a Confederate vessel of war might capture a Cunard steamer on its way from Halifax to Liverpool on the ground of its carrying dispatches from Mr. Seward to Mr. Adams.

In view, therefore, of the erroneous principles asserted by Mr. Seward and the consequences they involve, her Majesty's Government think it necessary to declare that they would not acquiesce in the capture of any British merchant ship in circumstances similar to those of the *Trent*, and the fact of its being brought before a prize court, though it would alter the character, would not diminish the gravity of the offense against the law of nations which would thereby be committed.

Having disposed of the question whether the persons named and their supposed dispatches were contraband of war, I am relieved from the necessity of discussing the other questions raised by Mr. Seward, namely, whether Captain Wilkes had lawfully a right to stop and search the *Trent* for these persons and their supposed dispatches; whether that right, assuming that he possessed it, was exercised by him in a lawful and proper manner, and whether he had a right to capture the persons found on board.

The fifth question put by Mr. Seward, namely, whether Captain Wilkes exercised the alleged right of capture in the manner allowed and recognized by the law of nations, is resolved by Mr. Seward himself in the negative.

I can not conclude, however, without noticing one very singular passage in Mr. Seward's dispatch.

Mr. Seward asserts that "if the safety of this Union required the detention of the captured persons it would be the right and duty of this Government to detain them." He proceeds to say that the waning proportions of the insurrection and the comparative unimportance of the captured persons themselves forbid him from resorting to that defense. Mr. Seward does not here assert any right founded on international law, however inconvenient or irritating to neutral nations; he entirely loses sight of the vast difference which exists between the exercise of an extreme right and the commission of an unquestionable wrong. His frankness compels me to be equally open, and to inform him that Great Britain could not have submitted to the perpe-

tration of that wrong, however flourishing might have been the insurrection in the South and however important the persons captured might have been.

Happily all danger of hostile collision on this subject has been avoided. It is the earnest hope of her Majesty's Government that similar dangers, if they should arise, may be averted by peaceful negotiations conducted in the spirit which befits the organs of the two great nations.

I request you to read this dispatch to Mr. Seward and give him a copy of it.

I am, etc.,

RUSSELL.

Lord LYONS.

[Telegram.]

(Received November 8, 1861, from Halifax, Nova Scotia.)

SECRETARY [OF] STATE: Am requested by consul at Bermuda to state that English merchant steamer *Fingal* arrived at Bermuda on 3d, bound Jamaica, via Nassau, New Providence. Leaves on 5th. He is convinced she is laden with munitions of war and intends to run blockade. Steamer *Nashville* escaped from Charleston; was coaling at Bermuda on 3d to leave for Liverpool on 5th. Slidell and Mason not on board; supposed they left St. Thomas for Southampton on 30th ultimo in English steamer.

M. M. JACKSON,
Consul.

Hon. WM. H. SEWARD.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, forwarding information of steamer Gladiator, from London, loaded with munitions of war.

U. S. S. JAMES ADGER,
Southampton, England, November 9, 1861.

SIR: I have the honor to inform you that I have hopes of getting to sea to-night or to-morrow morning on the way with this ship to the Chesapeake Bay, as directed by Flag-Officer Du Pont.

Information has been given me that an iron propeller named the *Gladiator*, of London, of 600 tons burden, left the Thames two days ago laden with 600 cases of Enfield and Belgian rifles, a number of cannon, a large quantity of field blankets, shells, powder, and other munitions of war, bound either to Bermuda or Nassau, the latter the most probable, with the intention of transshipment to the Southern States. The *Gladiator* is an English vessel with regular papers and destined to an English port. I will keep a lookout for her on our return to the United States.

The paymaster has made arrangements with Messrs. Baring, Bros. & Co. for funds to defray our expenses here.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from R. W. Welch, esq., to F. S. Lathrop, esq., relative to loading of vessels at Havana for Southern ports, and urging the need of a war vessel there.

KEY WEST, *November 9, 1861.*

DEAR SIR: The underwriters' schooner, *Henry W. Johnson*, Hoyt, has this moment arrived here from Havana, with dispatches from R. W. Shufeldt, U. S. consul-general at Havana, to the commander of the forces here, giving the intelligence that several rebel vessels are loading for Southern ports, and that 40,000 stand arms would leave Havana yesterday and to-day.

Why this place is left without a single steam vessel of war is unaccountable, as it certainly is the most important point upon the coast of the United States, and hardly a day passes that one could not be useful; a single fast steamer might be dispatched, and, no doubt, would intercept one or more of the rebel vessels constantly arriving at and departing from Havana every day.

The U. S. S. *Huntsville* is now in port being repaired, and of course is useless. Captain Hoyt, I understand, will leave immediately for Nassau and hopes to meet the pirate vessels said to be cruising about the Bahama Banks.

Very respectfully, your obedient servant,

R. W. WELCH.

F. S. LATHROP, Esq.,
Chairman of the Committee for Managing Affairs of the Key West and Nassau Agencies, New York.

Letter from R. W. Welch, esq., Key West, to F. S. Lathrop, esq., relative to the continual loading of vessels at Havana for Southern ports.

KEY WEST, *November 11, 1861.*

DEAR SIR: The U. S. S. *Rhode Island* sails for New York this p. m., and has on board many passengers and provisions.

Almost every day we have arrivals from Havana, who report rebel vessels fitting out from that port with arms for the Southern army, and no United States ship of war upon the station to oppose them.

I hope, ere long, we shall have Captain Craven upon this station, with his new ship and a roving commission; only such a man should be sent here.

I am happy to say everything here is quiet. Brigadier-General French goes passenger on the *Rhode Island*. He will call upon you.

Very respectfully, your obedient servant,

R. W. WELCH.

F. S. LATHROP, Esq.,
Chairman of the Committee for Managing Affairs of the Key West and Nassau Agencies, New York.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, of cruise in search of C. S. S. Sumter, with enclosed correspondence with the governor of Curaçao.

U. S. S. IROQUOIS,
St. Thomas, November 11, 1861.

SIR: My last letter to the Department was from Paramaribo (Surinam), 25th of October.

Finding we obtained coal so slowly, I left on the 27th for Trinidad, having received coal enough to take me thither. Here, where I had great hopes of finding the *Sumter*, I entered the port at midnight with the full intention of running into her and carrying her by boarding, and being off with her before daylight, ere the authorities could be aware of the transaction, even if I had to go under sail alone.

But she did not prove to be here, neither had they heard of her since my departure. It was said, however, that the lights of a strange steamer were seen passing through the gulf some three nights previous.

I now filled up my coal, proceeded down the main land of Venezuela to the Island of Margarita, entered two of its harbors, where I thought possibly the *Sumter* might have gone in for supplies. I was told there that there was a strange man-of-war steamer at Cumana, also that the *Sumter* was last week cruising off La Guayra, and that the American merchants there were very anxious about vessels they were expecting. I immediately proceeded to La Guayra, where I soon learned the story was false, and that the *Sumter* had not been off there since her first appearance two months ago. The strange steam man-of-war from Cumana also arrived that day, proving it to be a Frenchman. I also fell in with the *Macedonian* the same day, who had come along the coast from Aspinwall, but as she had not stopped at Puerto Cabello, I determined to go there. Upon reaching that port I found nothing had been heard of the *Sumter* in that quarter for the last two months. I began now to doubt the information given me by the French brig, and had he not first complained to his own man-of-war packet that a Southern American corsair steamer had made him show his colors, and afterward earnestly assured my officer that it was the *Sumter*, which he knew well, which passed him going to the westward off the coast of Guiana, I should conclude that she was still off the coast of Brazil. I stayed a day at Puerto Cabello, where the Government seemed most friendly to the United States and assured me the *Sumter* should not be allowed to come into their port.

I then ran over to Curaçao. When boarded by the harbor master as I was about entering port, I was requested to remain outside until I received a communication from the governor, and shortly after the flag captain of the Dutch commodore (they having at this time quite a large squadron in port, with which they are about to enforce some claims upon Venezuela) came on board bringing me a letter from the governor, a copy of which I enclose.

This Dutch notion of neutrality exceeds anything, savoring somewhat of impertinence and certainly disrespectful to our flag.

I enclose a copy of my reply. It is perhaps rather too civil, but the officer told me that they all regretted the views of the home Government, and thought it was only intended to keep the Southern privateers out of their harbor. I sent in a boat for our consul, a Mr. Morse, of Iowa, only lately arrived, who informed me that there were two vessels laden with coal belonging to our Government now in the port.

I advised him to send them elsewhere, as no American man-of-war would enter the port of Curaçao under their present regulations. He said that one was already unloaded and that the vessels were chartered to go elsewhere, and he did not see how he could remove the coal. I then left for St. Thomas, where I arrived this morning.

I here again learn that the *Sumter* was spoken four days ago off Guadeloupe, and the captain of the vessel whom she boarded assures me that her appearance agrees with a photograph which I have of the *Sumter*. Consequently, as soon as I have coaled and done some little

work upon the boilers and engines, which were very much fouled by the mud of the Surinam River, I shall be off again in search.

I am now embarrassed to know what the Department's wishes are on the subject of this ship, whether to remain in the West Indies and protect our interests here, which all the consuls and merchants desire me to do, or to return at once to Hampton Roads. From the fact of the Government's having sent out coal to this station and that the *Powhatan* and *Keystone State* have returned home, and again this later news concerning the *Sumter*, I consider it my duty to remain until I hear from the Department.

A reply to this letter I can obtain in three weeks, addressed to the care of the consul at this port via Havana.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I find the best way of addressing letters to St. Thomas is through Maitland & Phelps, New York, and not through Havana.

[Enclosures.]

CURAÇAO, *November 8, 1861.*

SIR: The Government of the Netherlands, wishing to maintain a strict neutrality during the existing disturbances in the United States of America, and, in conformity therewith, having adopted some general rules to be observed in reference to vessels of war of the one or other belligerent party entering one of its seaports, I consider it my duty to acquaint you with the instructions received on the subject for your guidance. They are as follows, viz:

1. Vessels of war of the belligerent parties will be admitted in this port for forty-eight hours only, except in case of distress or other legal reasons making a longer stay absolutely necessary.

2. To the said vessels of war it will only be permitted to take in the necessary provisions, but no ammunition; while, for as much as regards steamers being in want of fuel, they may not supply themselves with more than the quantity requisite to steam twenty-four hours beyond the anchoring place.

Giving myself the honor to bring those regulations, based on the principle of perfect neutrality, under your notice, I beg leave at the same time to express my expectation that you will readily comply with the same in entering this harbor with the vessel of war under your command.

I have the honor to remain, respectfully,
The governor of Curaçao and dependencies,
J. D. CROL.

His honor Captain JAS. S. PALMER,
The Commander of the U. S. S. Iroquois.

U. S. S. IROQUOIS,
Off Curaçao, November 8, 1861.

Captain Palmer has the honor to acknowledge the receipt of the letter of the governor of Curaçao of this day's date, and in reply informs his excellency that, though it was his intention to have entered the port

of Curaçao for a few hours, he now declines accepting the hospitality of a government which places the flag of the United States on a par with that of a rebellious party who are wickedly opposing it.

His Excellency the GOVERNOR OF CURAÇAO AND ITS DEPENDENCIES.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, of departure of that vessel to protect commerce, etc.

U. S. S. SANTIAGO DE CUBA,
Off Sandy Hook, November 11, 1861.

SIR: I have the pleasure to inform the Department that the *Santiago de Cuba* is at sea.

I am, respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

Capture of the Confederate privateer Beauregard, November 12, 1861.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of the capture of the C. S. privateer Beauregard.

U. S. BARK W. G. ANDERSON,
Bahama Channel, November 13, 1861.

SIR: I last had the honor of addressing you under date of November 4, per schooner *J. J. Spencer*, enclosing abstract log of the U. S. bark *W. G. Anderson* to that date, and, to my regret, had nothing to report to the Department of any moment.

I now have the gratification to inform you that we have been fortunate enough to capture the rebel privateer schooner *Beauregard* (101 tons), of and from Charleston, seven days out, and manned by a captain, 2 lieutenants, purser, and 23 seamen—27 all told—and carrying a rifled pivot gun, throwing a 24-pound projectile. This occurred under the following circumstances:

Since November 4 we have cruised along to the northward of the West India Islands and passages, steering westerly, without seeing but one sail. After standing to within 70 miles of the Hole in the Wall, we turned our heads to the eastward again and, on November 12, in latitude 26° 40′ N., longitude 75° 42′ W., at daylight, made a schooner running before the wind towards us. On approaching within 4 miles, he suddenly hauled by the wind, and, as we noticed many men on her decks, we immediately made sail in chase, and in two hours brought her to under our lee, and ordered the captain on board with his papers. He brought a letter of marque from Jefferson Davis, which he surrendered with his vessel.

We put a prize master and crew on board and transferred the prisoners to our ship, placing them in double irons. On boarding her the crew was found in a drunken state, committing all the destruction they could, throwing overboard the arms and ammunition, spiking the gun, and cutting the sails and rigging to pieces. She was otherwise in bad

order and poorly found, and having but a short supply of water, of which we have none to spare, was in no condition to come to Boston.

Having 27 prisoners, and no room for them on board the *W. G. Anderson*, I decided, as we were within three days' sail of Key West, to take them and the vessel into that port and deliver them to the proper authorities, and thence return to my cruising ground. I also am desirous of procuring, if possible, some ballast, of which the bark is very much in need.

Trusting that my proceedings will meet with your approbation,

I have the honor to be, respectfully, your obedient servant,

WM. C. ROGERS,
Acting [Volunteer] Lieutenant,
Commanding U. S. Bark W. G. Anderson.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Abstract of log of U. S. bark W. G. Anderson, Lieutenant W. C. Rogers commanding.

November 12, 1861.—At daylight saw a sail, tacked ship for her, and soon made her out to be a fore-and-aft schooner bearing down for us. When within 4 miles, she suddenly hauled her wind. Made sail in chase. Saw many men on decks, and something that appeared like a gun amidships. She also set the English flag at her mainmast head. At 9:30 a. m. brought her to and ordered the captain on board with his papers, which orders he obeyed. She proved to be the C. S. privateer *Beauregard* (formerly the *Priscilla C. Ferguson*), of and from Charleston, seven days, manned by a captain, 2 lieutenants, purser, and 23 men, and armed with one 12-pounder rifle pivot gun. The captain coming on board, delivered his papers and vessel. An officer was sent on board the vessel to take possession. He found the crew drunk and committing all the destruction to the vessel and her apparel they could, the gun having been spiked, the sails and rigging badly cut, etc. Transferred the officer and crew from the schooner to the ship, where they were put in double irons.

At noon, latitude 26° 42′ N., longitude 75° 42′ W.

Order from Secretary of the Navy to Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, to proceed to Nassau, New Providence, to intercept trade from the Bahama Islands to the Confederate States.

NAVY DEPARTMENT, *November 13, 1861.*

SIR: When the U. S. S. *Flambeau* is ready for sea proceed with her to Nassau, New Providence, and communicate with the American consul there. It is believed that the large quantities of arms and other articles contraband of war are shipped to Nassau with the avowed object of being sent into the rebellious ports by the means of small sailing vessels plying from New Providence and the other Bahama Islands across to the southern coast of the United States. You will thoroughly examine the islands forming the Bahama group and, respecting the rights of neutrals, will use your utmost exertions in interdicting communication. Communicate by letter with the Department as opportunity offers. Coal will be sent to Nassau.

Enclosed is a copy of the instructions given to Commander Ridgely, of the U. S. S. *De Soto* [*Santiago de Cuba*].

Transmit to the Department before sailing from New York a muster roll of the crew and a separate list of the officers of the *Flambeau*.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Lieutenant WM. G. TEMPLE,
Commanding U. S. Propeller Flambeau, New York.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, of cruise in search of C. S. S. Sumter, enclosing correspondence with the governor of Martinique.

U. S. S. IROQUOIS,
Off St. Pierre, Martinique, November 17, 1861.

SIR: I addressed a letter to the Department on the 11th instant upon my arrival at St. Thomas.

On the day following, in the midst of coaling, a mail steamer arrived, bringing information that the *Sumter* had put in on the 9th to Fort Royal, Martinique, in want of coal. I had been often led astray by false reports, but this seemed so positive that I instantly ceased coaling, got my engines together, and was off at 2 in the midwatch for Martinique, arriving at St. Pierre in thirty-six hours.

On turning into the harbor, I discovered a suspicious steamer, which as we approached proved to be the *Sumter*, flying the secession flag, moored to the wharf in the midst of this populous town, quietly coaling. The town and shipping in the harbor were instantly all excitement. I could not attack her in this position for humanity's sake, even were I disposed to be regardless of the neutrality of the port. I did not anchor, but cruised around the harbor within half gunshot of her during the night. In the morning a French man-of-war arrived from Fort Royal, the seat of government, only 12 miles distant. The *Sumter* had been there for the last two days.

The Government, it is true, had refused to give her any of its coal, but had allowed her to come around to St. Pierre, where she readily obtained it from some merchants (English, I believe). She evidently had been received with courtesy at the seat of government, and this farce of the nonrecognition of the Confederate flag is played out by both France and England in the most flagrant manner.

I now addressed a letter to the governor, assuming him to be ignorant of the character of the *Sumter*, a copy of which I enclose. I also enclose a translation of his reply. The Department will observe that from the generous disposition of the Emperor and the hospitable intentions of the governor the *Sumter* has the same privileges as this vessel.

The captain of the French war steamer also addressed me a letter, saying he was directed by the governor to request me no longer to compromise the neutrality of the French waters by establishing a blockade within their jurisdiction, but to anchor, when every hospitality and facility should be afforded me, or to take my position without the distance of a marine league from shore; at the same time that, while under way, it was contrary to the police regulations of the port to communicate with the shore.

I consequently decided upon anchoring, which I had no sooner done than the French commander paid me a visit, offered me every civility and attention, saying he did not doubt that all international law would be respected by me, and, in the course of conversation, quoting from Wheaton, reminded me that one belligerent could not depart until twenty-four hours after the other. I instantly got under way with him on board, fearing lest the *Sumter* should do so before me, as her steam was up.

I have now accepted the alternative, and established myself at the mouth of the harbor, without the marine league, with much anxiety, lest during the darkness of the night, under the cover of the high land, the *Sumter* should be able to get off without my being aware of it.

I have no one on shore on whom I can rely; the consul is a Scotchman, seems an invalid, says he is only an acting American consul and still a British subject, at least so an American master, who is here, informs me. He has paid me a visit and seemed very much worried by all the turmoil and excitement the arrival of the *Sumter* had given him. Well disposed enough to the Government he may be, but he certainly is not a man for this occasion.

The majority of the town is in favor of the *Sumter*, and with the utmost vigilance which all on board exert, she may yet escape some night for want of signals from the shore to give us notice of her departure. I am also in want of coal, and shall send over to St. Thomas to-morrow for a supply, as well as provisions, stores, etc., for when I left I did not bargain for this blockade.

The *Sumter* seems in good condition; the consul informs me she has 120 men; she does not certainly appear in the disorganized state in which late accounts have represented her. She has latterly captured but two American vessels, one the brig *Joseph Parke*, of Boston, on the 25th September, the other the schooner *Daniel Trowbridge*, of New Haven, on the 27th October; has landed here 14 prisoners on their parole; 3 of the *Joseph Parke's* men (all foreigners) joined the *Sumter*.

I regret to give the Government so long and unsatisfactory a letter, but must avail myself of the opportunity for St. Thomas which offers to-morrow.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

NOVEMBER 18.

P. S.—I feel more and more convinced that the *Sumter* will yet escape me, in spite of all our vigilance and zeal, even admitting that I can outsteam her, which is a question.

To blockade such a bay as this, which is almost an open roadstead, 15 miles in width, the surrounding land very high and the water very bold, obliged, as we are by the neutrality laws, to blockade at 3 miles' distance, it would require at least two more fast steamers, and a vessel of war of any description in port to notify us by signal of her departure, to give any reasonable hope of preventing her escape.

Even now, moonlight nights though it be, she may yet creep out under shadow of the land and no one be able to perceive her, she being always able to observe my position, open to seaward. Though I have made arrangements to be informed by signal of her departure from shore, I fear I can not depend upon the parties, so fearful are they of the

authorities and of popular indignation. I have done all I can, and if she escapes me we must submit to the distress and mortification.

I believe we have no vessel on this station except the *Macedonian*, and there is no knowing when she may get up this way to learn our situation. I wish the *Sumter* were anywhere else except in this port, or under French protection. The authorities here, under plea of neutrality, are throwing every obstacle in my way in the way of communicating with the shore. They are so full of punctilio, and withal so polite, that it is provoking to have anything to do with them.

[Enclosures.]

U. S. S. IROQUOIS,
Off St. Pierre, November 15, 1861.

SIR: As circumstances prevent my paying my personal respects to your Excellency or your representative at this place, I write to announce my arrival on the afternoon of yesterday, as well as to inform you that to my surprise I find a notorious steamer called the *Sumter* quietly coaling at the wharves and enjoying the hospitality of the port.

As your Excellency can not be aware of the character of this vessel, I denounce her to you as one that has been for some time engaged in pirating upon the commerce of the United States, robbing, burning, or otherwise destroying all American vessels that came within her reach. May I not hope, therefore, that your Excellency, upon this representation, will not allow her to enjoy the privileges I complain of, but direct her to leave the protection of the French flag and the immunities of a French port.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commanding U. S. S. Iroquois.

His Excellency the GOVERNOR OF MARTINIQUE.

[Translation.]

GOUVERNEMENT DE LA MARTINIQUE,
CABINET DU GOUVERNEUR,
Fort de France, November 15, 1861.

MONSIEUR LE COMMANDANT: I have the honor to reply to the letter which you addressed me this morning. I am not ignorant, Monsieur le Commandant, of the presence in the roads of St. Pierre of a vessel belonging to the States of the South, who profess to have formed a separate confederation.

To accomplish the generous intentions of the Emperor, I wish to be hospitable to the vessels of the two belligerent parties, but I will not, neither can not, without violating the orders of his Majesty, divest myself of the absolute neutrality that I ought to observe. This is to say to you, Monsieur le Commandant, that it is not my intention to refuse an anchorage to a vessel belonging to the States of the South. I offer to you, on the other hand, the same hospitality and the same facilities to the vessel belonging to the Government of the Union, which you have the honor to command.

There exist, besides, international laws that every civilized nation

scrupulously observes, and which I need scarcely recall to you, Monsieur le Commandant, nor to the commander of the *Sumter*.

Accept, Monsieur le Commandant, the assurance of my most distinguished consideration.

L'Amiral, Gouverneur de la Martinique,

DE MAUSSION DE CANDÉ.

Monsieur le COMMANDANT DE L' IROQUOIS.

Letter from Secretary of the Navy to Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, giving information regarding the blockade runner Gladiator.

NAVY DEPARTMENT, *November 18, 1861.*

SIR: I herewith inclose a copy of communications.* dated the 1st and 2d instant, addressed to the Department of State by the U. S. consul at London, giving information concerning the screw steamer *Gladiator*, which has been purchased by the rebel agents in England, and loaded with arms, etc., with the design of attempting to run the blockade.

The *Gladiator* may possibly touch at some of the points or pass in the track to which your attention has been directed, and the Department therefore urges upon you the utmost vigilance to intercept her, should such be the case, and capture her.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Lieutenant WM. G. TEMPLE,
Commander U. S. Propeller Flambeau.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark Wm. G. Anderson, of disposition of the prize vessel Beauregard.

KEY WEST HARBOR, *November 20, 1861.*

SIR: I had the honor of addressing the Navy Department on the 13th instant, per the schooner *John N. Genin*, under Government charter, bound to New York, and fallen in with by me off Key West, in which dispatch I informed you of the capture of the Southern privateer schooner *Beauregard* off Charleston, and now enclose a duplicate of the above.

We arrived at this port yesterday with the prize in company, which was taken charge of by the U. S. marshal, to be disposed of according to the laws, and will, of course, be condemned.

The prisoners have been examined by the U. S. judge and were also delivered to the custody of the marshal to await the action of the Government in this matter. All the papers belonging to the prize were likewise taken charge of by the legal authorities, and after giving my affidavit was informed by the judge that my authority over the prize ended here.

I now only wait for a little ballast, which I expect to obtain from the naval storekeeper, who will probably furnish me coal (50 to 75 tons),

* Omitted.

and shall hope to sail from here in two days, and shall proceed with all dispatch to our former cruising ground in the Atlantic.

I have the honor to be, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant, Commanding
U. S. Bark W. G. Anderson.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Order from Secretary of the Navy to Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, to proceed to sea under sealed orders.

NAVY DEPARTMENT, *November 22, 1861.*

SIR: The moment the U. S. ship *Morning Light*, under your command, is prepared for a cruise you will proceed with her to sea.

Enclosed herewith are sealed instructions, which you will not open until the *Morning Light* is at sea.

Transmit to the Department before sailing from New York a muster roll of the crew and a separate list of the officers of the *Morning Light.*

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Volunteer Lieutenant H. T. MOORE,
Commanding U. S. ship Morning Light, New York.

[Enclosure.]

NAVY DEPARTMENT, *November 22, 1861.*

SIR: You will proceed with the U. S. ship *Morning Light*, under your command, toward the line in the North Atlantic Ocean and cruise, so long as your provisions will warrant, in the track of the homeward-bound merchant ships from the East Indies and Pacific. On your way out you will pass near the Bermudas; but it is desirable that you should not enter any port during your cruise unless from necessity.

Inform the Department, by every favorable opportunity, of your movements, and return to New York when necessary to replenish your water and provisions. Your object will be to destroy or capture the vessels of the rebels, should you meet with them, and to protect the legitimate commerce of your country. In the examination of vessels at sea you will regard the rights of neutrals. You will exercise your crew at the great guns carefully, and occasionally with shot and shell.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Volunteer Lieutenant H. T. MOORE,
Commanding U. S. ship Morning Light, New York.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, regarding C. S. S. Sumter, at Martinique.

U. S. S. IROQUOIS,
Off St. Pierre, Martinique, November 23, 1861.

SIR: I think it well in my present provoking and anxious position to keep the Government informed by whatever opportunity may offer.

UNITED STATES STEAMER IROQUOIS.

It is now the ninth day that I have been blockading the *Sumter*. She lies still at the wharf, surrounded by more or less of a crowd both night and day, all anxious for her successful escape, sympathizing with their fellow Frenchmen of the State of Louisiana, to which State they believe the *Sumter* to belong. The authorities, from the governor down, I believe to be all in her favor.

I directed the consul the other day (of whom, by the way, I must retract my first impressions, for he has been most attentive and energetic since my arrival) to call upon the governor and inform him that I regarded the attitude of the authorities as unfriendly to the United States. I quote you the consul's reply:

> I called on the governor on Monday night, but could do nothing more than ask an audience for next day, as his salon was full of people, among them the captain of the *Sumter*.
>
> When I saw him he said the sanitary regulations were such as were enforced on Monday and that he had no control over them. The vessel, having gone beyond the regular health and custom-house limits, has lost the right of regular pratique. The governor, of course, repudiated anything like unfriendliness, and regretted the necessity of submitting to the laws in your case, and would be glad to see you in here at anchor to prove to you the sincerity of his good wishes.

Unfortunately for me the coming to an anchor involves the necessity of waiting twenty four hours after the departure of the *Sumter*, for I have consented to the governor's expressed hope that I would abide by all rules of international law; consequently I am obliged to cruise outside and run the risk of her escaping every night. Thus far we have had the moon, but it is now waning fast, and with the most intense watching and devotion I fear I may yet have to report her escape. Would that there were another fast steamer to watch the other point of the bay.

I have some understanding with some loyal people on shore to notify me by signal of her departure.

The French will doubtless think it a great outrage upon their neutrality, but they will have to pocket this, as I have been as forbearing as they can expect, and nothing but feeling the impolicy of bringing on hostilities between my country and France makes me submit with anything like grace.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Escape of the C. S. S. Sumter from the U. S. S. Iroquois at St. Pierre, Martinique, November 23, 1861.

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, of the escape of C. S. S. Sumter from Martinique.

U. S. S. IROQUOIS,
St. Thomas, West Indies, November 25, 1861.

SIR: As I expected, I have to report the escape of the *Sumter*, to the great dejection of us all, for never were officers and crew more zealous for a capture.

At 8 o'clock on the night of the 23d the signal was faithfully made us from the shore that the *Sumter* had slipped to the southward.

Instantly we were off in pursuit, soon at full speed rushing down to the southern part of the bay, but nothing was visible on the dark background. A small steamer, apparently one plying between St. Pierre and Fort Royal, was off the point making signals, doubtless for the benefit of the *Sumter;* but we could see nothing of her as we proceeded on, so dark was the shadow thrown by the high land. Still we went on, all searching the darkness in vain. As soon as I had opened Fort Royal Point, and seen nothing on the now open horizon, I concluded that we had passed her, or that she had doubled on us and gone to the northward. I then turned, keeping close in the shore, looking into her former anchorage, thinking she might possibly have returned.

No sign of her there. We continued on to the northward, but when we opened the point nothing of her this way. We were now at fault which way to steer. Something like smoke being reported to seaward, I determined to stand out, taking the direction of St. Thomas, to which place I was anxious to return ere the vessel with our coal and provisions should leave, and thus check at least a small evil, for I now became hopeless of ever discovering the *Sumter*.

I reached this port this morning and found that the *Dacotah*, which had arrived on the 21st from the East Indies, had taken in tow my vessel with her stores and gone to meet me.

It is of course all conjecture where the *Sumter* will next cruise. I learned at St. Pierre that she had purchased pea-jackets for her crew, which may look like a cruise on our northern coast, though I question whether she is calculated for winter service in that quarter. Should she continue in this vicinity I will soon hear of her from the constant arrivals here. I shall be glad to understand from the Government whether they wish me to respect international law in the case of the *Sumter*, which gives her so great immunity and makes every foreign port her asylum. I was informed at Martinique that France would regard it as an act of war if I attacked her anywhere within the marine league of the island.

I hope the Department will soon inform me of their wishes in respect to this vessel.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract of log of U. S. steam sloop Iroquois, Commander J. S. Palmer, November 14–25, 1861

November 14.—From meridian to 4 p. m., running along the northwest coast of Martinique. At 2 p. m. made St. Pierre on port bow, flying Danish colors. At 2:50 made rebel steamer *Sumter*, lying at anchor close in shore. Hauled down Danish colors and hoisted American colors. From 8 to midnight, lying off and on St. Pierre, *Sumter* distant one-fourth mile on starboard beam.

November 15.—Lying off and on harbor of St. Pierre, keeping privateer *Sumter* in sight.

November 16.—Lying off and on the harbor of St. Pierre. At 12:15 p. m. came to with port anchor, with everything ready for slipping. At 2:30 received an official visit from the captain of the French man-

of-war *Acheron*. At 2:35 got under way and lay to off the harbor. At 7 stood out of the harbor till 3 miles distant. From 8 to midnight, lying off the harbor of St. Pierre.

November 17 to 23.—Lying off and on the harbor of St. Pierre, 3 miles distant from the harbor. Blockading the *Sumter* in St. Pierre Harbor.

November 23.—Lying off and on 3 miles from the harbor of St. Pierre. At 8:05 p. m. saw signal lights on shore; beat to general quarters and stood in for South Point in search of the *Sumter;* made 7 miles and went about; searched harbor and stood for North Point.

November 25.—At anchor in the harbor of St. Thomas.

Report of Commander Palmer, U S. Navy, commanding U. S. S. Iroquois, relative to the escape of C. S. S. Sumter.

U. S. S. IROQUOIS,
St. Thomas, November 28, 1861.

SIR: I feel it my duty to inform the Department that I learn reports are circulating at this port relative to the escape of the *Sumter* reflecting upon my conduct, going so far as to accuse my loyalty, and that some of my own officers had expressed dissatisfaction. Doubtless some of these unjust accusations and base insinuations will find their way into the public press. I beg, therefore, that the Department will either publicly vindicate me, or, if it be not satisfied with my report of the escape or feel that I have committed an error of judgment, which I may have done, I may be at once relieved of my command and the matter made a subject of investigation.

By an arrival this morning we now learn that the *Sumter* changed her course to the northward, being doubtless advised by the signals of the steamer I spoke of that we were in pursuit of her to the southward, and when I turned to the northward, thinking this might be the case, she had then doubled the northern point and was out of sight, standing to the eastward, as she captured two days afterward, in latitude 18° 30′, longitude 58° 40′, the American ship *Montmorenci*, from whose arrival here I gather this intelligence.

As this vessel was loaded with coal, English property, the *Sumter* ransomed her, her captain giving a bond of $20,000, payable to the President of the Confederate States at the end of the war, and when she had robbed her of all her valuables allowed her to proceed on her course. When they parted the *Sumter* was steering to the northward and eastward. Where she has gone I can not conjecture. The captain of the *Montmorenci* is of the impression that she has gone to the Western Islands. Possibly we may next hear of her in the Straits of Gibraltar. There has been an impression that she needed docking, as we learned there was much leak about her propeller shaft. In that case she may have gone to Bermuda.

I shall leave, if possible, the day after to-morrow and proceed thitherward, and should I hear nothing of her I shall conclude she has gone to cruise in the Straits of Gibraltar; the fact of her having purchased pea-jackets and laid in a quantity of sugar and molasses at Martinique indicates that she has abandoned the West Indies altogether. I shall return to this port in the course of a fortnight in the hopes of learning what the Department's wishes are in relation to this vessel, and possi-

bly, by the constant arrivals here, of hearing something more of the *Sumter*.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Extract of letter from Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to the Secretary of the Navy, enclosing report of Pilot Anandale, employed to watch the C. S. S. Sumter.

U. S. S. IROQUOIS,
St. Thomas, December 5, 1861.

SIR:

* * * * * * *

I enclose the report made to me by the person that I had employed to watch the *Sumter* during my blockade and to signalize me of her departure. In these details the Department will perceive the difficulties with which I had to contend and the unwarrantable assistance given by the French authorities. I am glad to say the accounts given since the arrival of this person, a well-known pilot of this port, have put a stop, in a measure, to the scandal of which I complained in my last communication.

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

ST. THOMAS, *December 3, 1861.*

SIR: On my arrival at St. Pierre, Martinique, I immediately took up my quarters on board the American topsail schooner *Windward*, Steele, master, where I was cordially received as soon as I made known my mission.

I engaged Mr. Rice, mate of the late schooner *Daniel Trowbridge* (who has lately been released from captivity on board the *Sumter*), Mr. Partnage, mate of the schooner *Windward*, and Mr. Crocker, second mate of the same, for the purpose of keeping watch on the position of the steamer *Sumter* and the *Iroquois*, which were duly made known to me at each relief of watch.

I obtained a powerful night glass, as without it I found it impossible to keep watch on the *Sumter*, in consequence of the almost impenetrable darkness under the high land of Martinique. Watch was strictly kept up to the night of the 23d ultimo. At 8 o'clock p. m. on the 23d of November the *Sumter* cast off her stern lines, slipped her port chain, and steamed out, heading S. W. at about 5 knots an hour. When I perceived her 2 miles distant from her moorings and about two-thirds of a mile from the southern point of the Bay of St. Pierre, I discharged one blue light and thirty seconds after discharged a second light.

I immediately discovered the *Iroquois* standing in for the land, both vessels in sight, the *Sumter* inshore, where she could easily discern the position of the *Iroquois*. On the approach of the latter the *Sumter* ported her helm, stood back for the harbor, and stopped fifteen minutes under the stern of the French war steamer *Acheron*.

The *Iroquois* continued to the southward until hidden from sight by the southern point of the harbor. As soon as the *Sumter* perceived the *Iroquois* standing into Fort Royal Bay she steamed up the land to the northward, about one-half cable length from shore. Thirty-five minutes after the departure of the *Iroquois* she came in sight again at full speed, standing into the harbor, as if to observe whether the *Sumter* had not returned to her moorings, and then continued to the northward.

I should have signalized the return of the *Sumter*, but immediately after the second blue light was fired the captain's gig of the *Acheron*, with an officer of that vessel, was alongside the schooner, and I was not able to come off in consequence of all communication with the *Iroquois* being prohibited, and a special armed force being placed immediately over the vessel in which I kept watch.

I am fully convinced that every facility was afforded the *Sumter* in her escape. She had an experienced pilot on board for the purpose of taking her through the reefs to the eastward of Martinique in case of pursuit by the *Iroquois*. I have been correctly informed that the *Sumter* took refuge under the northern point of the island and there lay for two hours and thirty minutes, when she discharged her pilot and proceeded to sea. One of the French war steamer's boats was in the vicinity of the spot where the *Sumter* took refuge. I, as all engaged in watching the *Sumter*, was fully convinced of the utter impossibility of her being discovered by the *Iroquois* in the offshore position which the authorities of Martinique compelled her to observe.

As soon as possible after the departure of both vessels I took passage on board the U. S. S. *Dacotah* for St. Thomas, and in compliance with Captain McKinstry's orders piloted that vessel to Basse Terre and Pointe à Pitre, Guadeloupe, from thence to St. Eustatius and St. Bartholomew, and then to St. Thomas, where I arrived and reported myself at the consulate of the United States of America.

I have the honor to be, sir, your obedient servant,

H. A. ANANDALE.

Captain PALMER,
U. S. S. Iroquois.

Order from Secretary of the Navy to Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, relative to supplies.

NAVY DEPARTMENT, *November 25, 1861.*

SIR: In reply to your letter of the 23d instant, in relation to obtaining supplies of provisions, I have to direct that when it becomes necessary to replenish your supplies of provisions you will proceed to Key West, Fla., where the Department has depots of supplies.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Lieutenant WM. G. TEMPLE,
Commanding U. S. S. Flambeau, New York.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, of arrival at Havana, Cuba, for service in that vicinity.

U. S. S. SANTIAGO DE CUBA,
Key West, Fla., November 25, 1861.

SIR: I have the honor to report to the Department that I arrived at Havana on the morning of the 17th instant, and immediately put myself in communication with Consul-General Shufeldt in relation to my duties at and near Havana.

The next day I received information from him that three schooners, under the English flag, laden with contraband, had cleared that day at the Havana custom-house for St. John, New Brunswick. I immediately got under way and cruised off the harbor in the direction of the Florida channel, about 15 or 20 miles from the harbor, Consul Shufeldt being under the impression that the vessels were bound for the coast of South Carolina or Georgia.

On the 21st, I spoke the army mail boat from Havana to Key West, and received a communication from Consul-General Shufeldt informing me there was great excitement at Havana, in consequence of the *Santiago de Cuba* being signalized there, and advising me to go away for some days. I immediately shaped my course for this harbor and arrived here at 11 o'clock p. m. on the 1st. I landed the freight put on board at New York for the Gulf Squadron, and would have sailed immediately, but the engine required some slight repairs; these will be finished this evening, when I shall sail for the Florida Channel, to intercept the vessels referred to above.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Schenck, U. S. Navy, commanding U. S. S. Saginaw, of visits to various Japanese and Chinese ports.

U. S. S. SAGINAW,
Hongkong, November 27, 1861.

SIR: I have the honor to report that I left Shanghai on the 2d of September for Japan. I visited the ports of Nagasaki and Kanagawa, where I conferred freely and frequently with our consuls, as well as with the U. S. minister at Yedo, all of whom represented the state of affairs to be such as to require no special action on my part, although the presence of a United States naval force, however insignificant, appeared to give comfort and confidence to the American citizens. I returned to Shanghai on the 12th of October, and left again on the 22d. Since then I have visited the ports of Ning Po, Foo-Chow, Amoy, and Swatow, arriving here on the 24th instant. At all the different ports I found the flag of the United States was treated with that respect and deference it has always commanded, and her citizens, for I have met none but loyal ones, as proud of it as ever.

I have received your communication of the 1st of August, in reference to Captain Walter M. Gibson, and shall be on the lookout for him. A Honolulu paper announces his arrival at that place on the 30th of June. He is well known here, and I am satisfied has not yet arrived.

I find the *Saginaw* requires to be docked in consequence of having lost some of her copper, and her decks are leaking badly. I shall go to Whampoa in a few days and make the necessary repairs, which can be done, I think, in a week, when I will be ready for any service that may be required of me.

I am happy in being able to state that the health of the officers and crew is good.

I have the honor to be, very respectfully, your obedient,

JAS. FINDLAY SCHENCK,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, of cruise in search of privateers.

U. S. SHIP MACEDONIAN,
St. Thomas, November 28, 1861.

SIR: I have time only to acknowledge the receipt of your order of the 9th of October.

I arrived here yesterday from along the Spanish Main, entirely out of water, on short allowance. I expect to fill up again in four or five days and to sail immediately for Boston. I found the *Iroquois*, Commander Palmer, here, last from an unsuccessful blockade of the *Sumter*, in St. Pierre, Martinique. The *Dacotah*, Commander McKinstry, left here for St. Pierre early on the morning of the 24th, but will probably be too late for the *Sumter*.

I would respectfully call your attention to my letter of October 4, and renew my recommendation that some such arrangement as is therein suggested should be adopted by the Navy Department, with the view of restoring the lost confidence of the trading world in the safety to be found under the flag of the Union.

I have two men on board that should be tried by court-martial.

I am, very respectfully, your obedient servant,

JAMES GLYNN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NAVY YARD, *New York, November 28, 1861.*

Nashville has escaped from Charleston. Is coaling at Bermuda. Will be there till 6th instant. Is lightly armed. Has large amount of treasure. Her destination is Liverpool.

The above is from consul at Bermuda, date November 1.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, of intended cruise to intercept blockade runner Eugenia Smith.

U. S. S. SANTIAGO DE CUBA,
Havana, November 29, 1861.

SIR: I had the honor to inform the Department of the movement of this steamer at Key West, November 23. I sailed from Key West on the evening of the 25th, and cruised between Double Headed Shot Cay and Havana. I came into this harbor yesterday at noon and commenced coaling, and will sail this evening for Matamoras to intercept the schooner *Eugenia Smith*, now sailing under English colors with munitions of war on board, and a well-known rebel agent named Zacharie, of New Orleans, who has been purchasing arms for the rebels in this port.

Consul-General Shufeldt thinks the schooner's destination positively Matamoras. I will sail in the direct course for that port and will wait there some days for her, and return to this port. The English flag is used at this port to carry munitions of war to the rebels. The vessels employed are generally small fore-and-aft schooners, and they clear for the British provinces and Matamoras, Mexico, with the hope of getting in through the blockade of our Southern coast, or transporting the arms from the Rio Grande through Texas.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, to Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, to cruise on the South American coast.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, November 29, 1861.

SIR: So soon as you have filled up your water and coal and taken on board the stores and provisions required for the *Wyoming*, under your command, you will proceed with her and cruise along the southern coast as far as Valparaiso, and from that port accompany, or if necessary tow, the storeship *Fredonia* to Callao, and upon reaching that port, afford all necessary aid to Commander J. M. Watson in securely mooring the *Fredonia* in a safe and convenient position for the delivery of stores, as required, to vessels of the squadron in that harbor.

Having recently heard from his Excellency F. Hassaurek, our minister at Quito, of the probable renewal of hostilities between Peru and Ecuador, and consequent attack upon the city of Guayaquil or the blockade of its port, when you shall have executed the duties assigned you at Callao and refreshed your crew, you will proceed to Guayaquil, and ascertain from the U. S. consul and such other sources of information as may be open to you the nature and extent of our interests there and along the coast of Ecuador which may (in the event of war) properly claim protection of a naval force, and if on your arrival at that port you shall find it in a state of siege or blockade it will be your duty to give protection to the interests of our citizens residing or sojourning there, and before leaving to effect a satisfactory arrange-

ment with the belligerent commanders, for their future security from interruption or annoyance.

It is desirable, sir, that you acquaint yourself with the state of feeling existing with the government and people along the coasts of Chile, Peru, and Ecuador in regard to harboring and affording aid and comfort to privateers and vessels under the secession flag, in case any such vessels shall appear on the coasts or enter their ports, and as far as practicable to ascertain what facilities and encouragement, if any, are likely to be afforded for fitting out vessels from any of said ports for privateering purposes.

When you shall have executed the duty assigned you return with the *Wyoming* to Panama, where other instructions will await you. Wishing you, sir, a pleasant and prosperous service,

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Commander DAVID MCDOUGAL,
Commanding U. S. Steam Sloop Wyoming, Panama Bay.

[Telegram.]

NEW YORK, *November 30* [*1861*].

SIR: Information having been received of the destruction of the American ship *Harvey Birch* by the rebel steamer *Nashville*, which had arrived at Southampton, and in view of further possible attempts at destruction of American property by said steamer, the board of underwriters respectfully suggest that armed steamers of sufficient power be forthwith ordered to cruise in the British and Irish channels and off the Straits of Gibralter to protect the commerce of the United States.

T. B. SATTERTHWAITE,
President.

The PRESIDENT.

Order of Secretary of the Navy to Commander LeRoy, U. S. Navy, commanding U. S. S. Keystone State, to proceed to sea under sealed orders.

NAVY DEPARTMENT, *November 30, 1861.*

SIR: As soon as the U. S. S. *Keystone State* is in all respects ready you will proceed with her to sea. Transmitted herewith are sealed instructions, which you will not open until your vessel is at sea. Before sailing from Philadelphia forward to the Department a muster roll of the crew and a separate list of the officers of the *Keystone State.*

I am, respectfully,

GIDEON WELLES.
[*Secretary of the Navy.*]

Commander WM. E. LEROY,
Commanding Keystone State, Philadelphia.

[Enclosure.]

NAVY DEPARTMENT, *November 30, 1861.*

SIR: Proceed with the U. S. S. *Keystone State*, under your command, to the island of Bermuda. Your cruising ground will be in that vicinity until otherwise ordered by the Department.

Your main object will be the interdiction of intercourse and traffic between Bermuda and the insurrectionary States. For this purpose you will put yourself in communication with our consul there, who will cooperate with you and afford you such information from time to time as he may come in possession of.

In discharging the duty assigned to you you will be careful of the rights of neutrals. I enclose herewith for your information a copy of the instructions given by the Department to Commander Ridgely, of the U. S. S. *Santiago de Cuba*, which vessel has been ordered to cruise in the vicinity of Havana. As these instructions will, it is thought, cover any case that may arise with you you will be guided by them. Advise the Department of your proceedings.

The U. S. steam propeller *Flambeau* has been directed to cruise among the Bahamas.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander WM. E. LEROY, U. S. Navy,
Commanding U. S. S. Keystone State, Philadelphia.

Report of Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, of cruise in search of C. S. S. Sumter.

ST. THOMAS, WEST INDIES, *December 1, 1861.*

DEAR SIR: Honored with your sealed orders, I assumed, after leaving New York, the performance of their literal construction, and proceeded at once as far to the eastward as the Leeward Islands, my ship, the *Shepherd Knapp*, proving every way efficient, though remarkably tender, and requiring at least 150 or 200 tons more ballast. She has always been remarked as one of the most crank ships out of the port, and I requested more weight put in her before I left, protesting then against her proceeding too light to sea with her heavy battery of eight 32's, of 57 cwt. So many vessels were fitting out at the time it became a difficult task to obtain everything requisite, and I, under immediate order, proceeded to sea.

Near Martinique I learned of the *Sumter's* being in the neighborhood of St. Pierre and Fort Royal. I immediately prepared for action, and starting in pursuit of the pirate, reached the harbor of St. Pierre, where I stood off and on, standing in near enough to inspect every vessel in port. I then discovered she had left a few days before, having escaped the blockade of the *Iroquois*, that steamer having her blockaded for seven days and then suffering her to escape during the night. This I learned through a French boatman, who came off to the ship in a shore boat. I gave him a few dollars, and speaking his language fluently, together with the fact of sending my compliments to the governor of the island, to whom I was personally known, I obtained this knowledge

of the *Sumter*. She had (said my informer) the best sympathy of the French; had coaled, obtained full supplies of "winter clothing"—evidently going north—but was leaking badly, propeller out of order, and required docking. She made a feint of standing to the southward and then steamed away N. E. (Private opinion: Gone to the Bermudas, Azores, or Madeira.)

On this information, determined to pursue, I proceeded down the coast to Fort Royal, gained no intelligence, and felt prompted to carry press of canvas to St. Thomas and see if I could gain any intelligence. My water and stores lighting my ship so much as to endanger her spars and battery for want of ballast, I determined to enter the harbor and take enough stone to allow to continue my cruise safely and fight my lee guns successfully. I arrived at this port very light and needing at least 200 tons stone ballast, which at once will go on board, and with my water filled, will enable to fulfill every instruction until the end of my cruise. My judgment in regard to the *Sumter* proved excellent, for day before yesterday the *Sumter* was seen 30 miles off this port by two English steamers, standing N. E. On my anchoring in the harbor I repaired on board the *Macedonian* to present myself and orders to Captain Glynn, and to ask his advice in regard to ballast. He read my orders and said if my ship was crank and required ballast, it was cause enough for me to enter port, but that evidently the Government were desirous I should keep the sea. I replied that my orders read not to enter port unless necessary, and that in my discretionary judgment it was imperative for the safety and efficiency of the ship to ballast her. I shall do so at once with all dispatch and proceed to sea at once, not again requiring to enter port until the end of the cruise.

I am sorry my orders will not let me follow the *Sumter* where I feel assured she has gone. My officers and crew are very anxious to meet her, and the discipline of the ship is perfect. I have exercised them at the great guns with shot and shell and at target practice with much success. Be assured, my dear sir, I shall, if I sight the *Sumter*, engage her, and if so, be prepared to hear the U. S. ship *Shepherd Knapp* has carried her enemy.

The ship is very fast and a desirable one for the service, carrying and firing her guns well, but requires great weight to counteract her battery, spars, and heavy house on deck, which, if removed (the house), she would prove, when iron ballasted, say 600 tons, as good a sloop of war as there is in the service.

As yet have seen nothing of the bark *W. G. Anderson;* hope to fall in with her daily. Congratulate you on success at Beaufort, N. C., etc. There is a great deal of secession sentiment here, and much of it is disseminated by disloyal officers under the United States flag. It is horrible to see men under the patronage of the Government stabbing at the breast of their mother country. God forgive them and place Semmes before me—I ask no more. I shall conquer or die at my guns.

Yours, faithfully,

HENRY S. EYTINGE,
Commanding U. S. Ship Shepherd Knapp.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Duplicate sent to G. V. Fox, esq., and Lieutenant J. M. Wainwright. A New Orleans ship of 1,000 tons, in ballast from Rio, is expected here; I shall take her, I hope, if I find her outside.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, of movements of vessels in search of C. S. S. Sumter.

U. S. SHIP MACEDONIAN,
St. Thomas, West Indies, December 2, 1861.

SIR: I expect to sail for Boston to-morrow early. Four days since, the American ship *Montmorenci*, of Bath, Me., arrived at this port, having been overhauled at 3 p. m. on the 25th December [November] (civil account) by the *Sumter*, in latitude 18° 30′ N., longitude 58° 40′ W. The ship was last from Wales, England, loaded with coal for the British Mail Steamship Company at this place. The ship was ransomed for $20,000 and allowed to proceed after taking a quantity of paints and other ship's stores from her.

We hear from St. Pierre that the *Iroquois* passed in the night within 600 yards of the *Sumter*, she having run into a small cleft in the rocks, where she was hidden by the high land and could see the *Iroquois* to seaward and remain unseen by her pursuer. Captain Palmer seems to have exercised proper skill and perseverance upon this occasion, although not successful in his object.

The *Iroquois* sailed again three days since in pursuit of the *Sumter*. The *Dacotah* returned here on the 30th of November and expects to sail to-morrow for Boston. I avail myself of the opportunity to forward this communication. The U. S. ship *Shepherd Knapp*, Volunteer Acting Lieutenant Commanding Eytinge, arrived here three days since. Her commander thinks the ship is in need of a good deal of repairs for a vessel just out from the United States, but unless she really requires 200 tons more ballast to make her safe, as he says, there is nothing to justify her being in port, while her orders evidently intended she should keep the sea as long as practicable.

I am, very respectfully, your obedient servant,

JAMES GLYNN,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—6 p. m. The *Iroquois* has just now returned and anchored again, having been cruising to the northward and eastward, but without having heard anything further of the *Sumter*.

J. G.

Report of Commander Marchand, U. S. Navy, commanding U. S. S. James Adger, of cruise to intercept supposed blockade runner Gladiator, enclosing correspondence.

U. S. S. JAMES ADGER,
Hampton Roads, December 2, 1861.

SIR: From Southampton, England, on the 9th ultimo, I had the honor to advise you of my intention to leave that place to return to the United States on the following day; some additional defects in the engine were discovered, which delayed until the 11th, when, on going to the English Channel, found the violence of a southwest gale and heavy sea too great to make progress and uselessly consume fuel, we returned and remained at anchor until 2 o'clock next morning (November 12), when we succeeded in getting into the channel.

In my communication above mentioned I also informed you that the propeller *Gladiator*, of London, had left with munitions of war, designed,

as supposed, to run the blockade of the Southern ports of the United States, but subsequently it was ascertained that she did not obtain a clearance from the London custom-house until the afternoon of the 9th. It was a mortification that I could not get into the English Channel sooner, yet I was fully satisfied that the *Gladiator*, if she had started, could not have passed before we were outside on account of the extreme badness of the weather, which set in only a few hours after it was said she had obtained a clearance. We slowly passed down the English Channel watching for, and if seeing, to follow her to sea. It was my intention to capture her if possible, although I neither possessed nor could obtain any evidence to condemn her other than that verbally given by the U. S. consul at London (subsequent to his letter of the 5th of November, a copy of which is enclosed) that the reputed owner would be required to prove the true ownership and destination of the vessel, in which reasoning I could not acquiesce. I was verbally informed that the company fitting out the *Gladiator* had originally designed running her nominally for Honduras or Mexico, but if possible into one of the Southern ports of the United States, irrespective of the blockade, but the arrival of the *James Adger* at Queenstown caused them to alter their course of proceeding. They changed her officers and sent her as a British merchantman with all legal forms to Nassau, an English port, with the hope that in the event of her capture to cause a rupture between the Government of England and the United States, by which they would ultimately be benefited. Thus, upon leaving Southampton, I was placed in an embarrassing position; still I determined on capturing her, if possible, and if found out of the direct course to her legal place of destination the better.

Knowing the deception practiced by the Confederates and their agents and instead of going to Teneriffe, where it was said she would touch, the *Gladiator* might run for the Azores, I shaped a course for Fayal, the only coaling place in that group, and where we arrived on the morning of the 19th. The *Gladiator* had not been there, and we, after having taken on board 74 tons of coal, left the same evening. Knowing the uncertainty of finding the *Gladiator* and deeming from Flag-Officer Du Pont's instructions the necessity for this steamer being on our coast, I steered for the Chesapeake Bay.

All vessels were scrutinized on our homeward passage, and, without finding any suspicious one, arrived here this day.

In his last letter, dated the 8th ultimo, the U. S. consul at London gave the information that a clipper bark of about 300 tons would leave London in about a week from that time with a cargo of munitions of war for some Southern port.

I have further the honor to send copies of note and letter from the U. S. ministers at Brussels and London, the consul at London, and from Mr. G. F. Train, in relation to the *Gladiator*.

I am, sir, very respectfully, your obedient servant,

J. B. MARCHAND,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure No. 1.]

LÉGATION DES ÉTATS UNIS,
Bruxelles, November 3, 1861.

DEAR SIR: I beg to commend to your confidence Captain Eastman, of Maine, the bearer of this, who goes to England at my request to

render what service he can in thwarting the rebels in their projected enterprise of running the blockade with another cargo of contraband of war.

He will tell you verbally what he knows respecting the steamer about leaving with a large cargo of munitions of war (among which are 25,000 rifles). She is undoubtedly the property of the rebels, and intended for a privateer, although going out with English papers.

Your arrival is most opportune, and I confidently expect she will, with your assistance, reach a Northern port in safety.

Respectfully, yours,

H. S. SANFORD.

Captain MARCHAND,
Steamer James Adger.

[Enclosure No. 2.]

LEGATION OF THE UNITED STATES,
London, November 5, 1861.

DEAR SIR: Captain Eastman, the bearer, is directed to communicate to you such information as he is possessed of respecting the movements of a vessel going from this port. If, upon the evidence he furnishes, you feel yourself able to act without hesitation, outside of jurisdiction of any neutral power, it will be perhaps accomplishing a result that may justify you in varying from any orders you may have received. Much must be left to your own discretion, so that I do not tie your hands.

I am, your obedient servant,

C. F. ADAMS.

Captain MARCHAND,
Of the James Adger.

[Enclosure No. 3.]

LONDON, *November 5, 1861.*

SIR: Having learned that you with the ship *James Adger* are on the English coast, I think it highly important that you should be promptly informed that the screw steamer now called the *Gladiator* is loading in the river Thames with powder, cartridges, caps, rifles, shells, cannon, blankets, and other military stores for the Confederates in the rebel States of America, and that it is the purpose of those who control her movements to run the blockade. The steamer is about 700 tons, 1 year old, a good vessel, and will take out a large and valuable cargo. That it is for the Southern rebels I am entirely satisfied. The proof is positive. She will drop down the river to morrow (Wednesday) noon, but will not probably go to sea before Thursday, though she may Wednesday night. It is said she will clear for Madeira. She will probably call there for coal.

Though I have the strongest reasons for believing that she has recently become Confederate property, she will sail under the protection of British papers and the British flag and make the legal transfer by register after reaching a Southern port. If the object of your visit will permit you to watch her movements or obstruct them before reaching the American coast, you must judge of time and place. But as it is of the very highest importance that she should be prevented from reaching

her final port of destination, we shall be greatly gratified if your instructions will permit you to give her all the attention necessary.

I am, most sincerely, yours, etc.,

F. H. MORSE,
U. S. Consul.

Commander MARCHAND,
U. S. S. James Adger.

P. S.—The bearer, Captain Eustis [Eastman?] has seen the steamer and will give you a full description.

[Enclosure No. 4.]

CONSULATE OF THE UNITED STATES OF AMERICA,
London, November 8, 1861.

SIR: I herewith enclose a description of the Confederate steamer *Gladiator*. It was made by a confidential clerk who has been to her twice, and it conforms with my own observation. She is an iron screw of about 700 tons, English measurement; she is deeply loaded, and has on board 20,240 guns and Enfield rifles, a large quantity of powder, cartridges, caps, shells, cartridge paper, blankets, army cloths, etc. Her cargo is just what the rebels now most need, and to them it will be of very great value. She draws near 10 feet of water forward and 14 feet aft, is 1 year old, and will run 10 miles per hour with her present cargo in, so I am told. Her striking features are that she is long, sets low or down in the water aft, has a round stern, an upright stem without billet or figurehead, three masts, main and mizzen, without yards, foremast with three yards rigged like a topsail schooner, black hull, funnel between fore and main mast, white side boats. I understand her name will be obliterated, and perhaps when out she may change her color and rig.

She is entered outward at the custom-house, as I have just learned by examination, at first for Lisbon, Mogadore, and the Canaries. She was again afterwards reentered out for Teneriffe, Nassau, and Honduras. Nassau and Honduras were nearly obliterated. She is not yet cleared at the custom-house, but no doubt went to sea last evening, as she left a point 12 miles below London yesterday afternoon between 2 and 3 p. m. She was sold on October 31 by the Peninsula and North African Steam Navigation Company to Melchir G. Klengender. She is registered in London November 2 and mortgaged for £15,000.

This sale is no doubt a blind. I have good reasons for believing she is Confederate property, though she goes out under the protection of the English flag and English papers, with the purpose of completing the transfer on her arrival in one of the rebel ports. The master is Captain Bird, who once or lately commanded the British steamer *Oldelin*. She had several passengers on board when she went down the river.

A clipper bark of about 300 tons will leave in about one week with a similar cargo for some Southern port.

No doubt the steamer that has just left will take the southern route and perhaps touch at the port she has entered outward for, unless she clears for some other after leaving, coal at some convenient place, and make her way into a Southern port if possible. I hope you will keep close on her track and gratify the country by catching her. I shall be glad to hear that this reaches you before you sail.

Very sincerely, yours, etc.,

F. H. MORSE,
U. S. Consul.

Captain J. B. MARCHAND,
U. S. S. James Adger.

Letter from J. H. Young, esq., to the Assistant Secretary of the Treasury relative to the capture of American brig Betsey Ames by the Confederate privateer [Sallie].

NAVAL OFFICE, NEW YORK, *December 2, 1861.*

MY DEAR SIR: The brig *Betsey Ames*, Bartlett, master, stated in Charleston papers to have been taken in there as a prize, cleared from this port on the 2d of November for Cardenas, is 265 tons register, built at Wells, Me., and owned there.

This brig was laden with general cargo, shipped by an English house, who have called upon me and given the following facts relative to our commercial relations with the West Indies. They state that the cargo was shipped on an order from their friends in Cuba; subsequently countermanded in consequence of large shipments from New York via the British provinces; that a great portion of the merchandise now arriving out there from England and other sources is on orders for the insurgents; that the trade is chiefly in the hands of prominent merchants here, in connection with the most prominent houses in the West Indies and on the Spanish Main, and that this business extends from points as far distant as Paramaribo and Demerara to Sabanilla and Cartagena, on the coast. I have positive information that large orders for arms have been here since April last from merchants in the Netherlands West Indies, and there is sufficient reason to believe that they were for the Confederates. The house to whom the order came is loyal, and refused to fill it either through their connections in England or the Netherlands, yet it is a delicate matter to them, and they beg me to protect their correspondent. My duty to the Department and my country is greater than all other considerations, and I feel that all facts of this character should be placed before the Government in this crisis.

The experience gained by many years' residence in the West Indies and on the Spanish Main leads me to believe that the insurgents conduct most of their negotiations for supplies contraband of war through agents there in connection with Northern capital.

I have the honor to be, sir, your very obedient servant,

JAMES H. YOUNG.

Hon. GEORGE HARRINGTON,
Assistant Secretary of the Treasury, Washington, D. C.

Letter from the New York and Havre Steamship Company to the Postmaster-General, reporting detention of mail steamship Fulton from fear of C. S. S. Nashville.

OFFICE OF THE NEW YORK AND HAVRE S. S. CO.,
7 Broadway, New York, December 2, 1861.

SIR: The appearance of the privateer *Nashville* on the other side of the Atlantic has so frightened shippers and passengers that the steamship *Fulton*, advertised to leave on Saturday, 7th instant, with the United States mails, is for the present withdrawn, her owners being unwilling to sustain the loss which would certainly accrue to them from dispatching their vessel under existing circumstances.

I have the honor to be, sir, your most obedient servant,

GEO. MACKENZIE,
Agent.

Hon. M. BLAIR,
Postmaster-General.

Letter from the New York Board of Underwriters to the Secretary of the Navy, urging the need of armed vessels on English and French coasts for protection of commerce.

OFFICE OF THE BOARD OF UNDERWRITERS,
New York, December 2, 1861.

SIR: At a meeting of the New York Board of Underwriters held this day the undersigned were appointed a committee to urge upon the U. S. Government the importance of placing armed vessels on the English and French coasts for the purpose of protecting the commerce of the country from the depredations of privateers or other armed vessels hostile to the United States.

In furtherance of the duty assigned them they have inquired and learn that the steamer *Fulton* (now in this port from Havre), having already discharged her cargo, may be chartered or purchased, and being in every respect both as regards hull and machinery in perfect order, can be sent to sea as soon as an armament could be placed on her, and with a force of 100 or 200 men could take the *Nashville* or any other steamer that is or can be sent out by the rebels.

This steamer would, in the opinion of the undersigned, be found to be exceedingly useful as a dispatch boat, being of great speed, and could be fitted for this purpose in much less time than any other steamer not now employed by the Government on other service.

Hoping that the Department may consider the subject as of sufficient importance to commerce to take immediate action in the premises, we are, very respectfully, sir, your most obedient servants,

F. S. LATHROP,
M. H. GRINNELL,
LEOPOLD D. BIERWIRTH,
Committee.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Endorsement.]

A steamer is to be dispatched forthwith.

W[ELLES].

Report of Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, of movements of U. S. vessels in West Indies searching for C. S. S. Sumter.

U. S. S. IROQUOIS,
St. Thomas, December 5, 1861.

SIR: The day after my last communication, while the *Macedonian* was still in port, I went on a cruise, remaining out four days in the Anegada passage for a reported strange steamer, but heard nothing of her. This, however, could not have been the *Sumter*. Upon my return I found the schooner laden with my coal and provisions arrived from Martinique. I have now discharged her, and am now filling up the remainder of my coal, and will probably get off the day after to-morrow on my projected cruise toward the Bermudas. The *Macedonian* and

Dacotah sailed the day before yesterday for Boston. The armed vessel *Shepherd Knapp* is in port adding to her ballast.

* * * * * * *

I have the honor to be, very respectfully, your obedient servant,

JAS. S. PALMER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, to proceed to England in search of C. S. S. Nashville and for protection of American interests.

NAVY DEPARTMENT, *December 6, 1861.*

SIR: The steamer *Nashville* is understood to have crossed the Atlantic, and at the last dates was at Southampton, England, having on her passage captured and destroyed by fire the American ship *Harvey Birch*.

This wanton destruction of the property of our merchants upon the high seas requires punishment and must receive immediate attention. You will therefore proceed without delay to the English coast, and ascertain as soon as possible whether the *Nashville* is at Southampton or at any other place within the United Kingdom, making it a primary object to seize that vessel whenever you can do so without invading the neutral rights or jurisdiction of England or any other state. You will, as soon as possible after your arrival out, put yourself in communication with our minister, Mr. Adams, and you will also consult with the consuls at Liverpool, London, and elsewhere, in regard to the *Nashville* and other matters of American interest.

What course may be taken by the English authorities with the *Nashville*, a vessel without a recognized flag or authority, which has been guilty of the piratical act of capturing and burning the merchant ship of a nation at peace with that Government and the world, and then seeking refuge in her ports, we have at present no means of ascertaining.

Should the *Nashville* have left England for the United States you will not return, unless with a tolerable degree of certainty that you can overtake and capture her, it being the intention of the Government to keep an armed vessel on the other side of the Atlantic to protect American commerce and guard American interests.

Recently several vessels, the *Bermuda*, the *Gladiator*, the *Fingal*, and *Watson*, and others not enumerated, have fitted out in English ports, laden with arms, munitions, and contraband of war, clearing with British papers and sailing under the English flag, which vessels have notoriously been destined for, and most of them have reached, the insurrectionary regions of our country with supplies for the rebels.

This abuse must be corrected and this traffic stopped. It will therefore be an important part of your duty to attend to this matter. Carefully avoid trespassing on neutral rights while vigilantly and firmly exercising your own. You will abstain from the seizure of any vessel within the maritime jurisdiction of any state, but will on the high seas exercise the right of visitation and search to prevent arms, munitions, or articles contraband of war from being transported to aid the rebel enemies of this country. Should it be deemed necessary or advisable for you to visit other places than the English coast, you will

do so, advising in those cases, when time will admit, with Mr. Adams, with whom you will at all times freely communicate and from whom you will receive suggestions and directions.

Great discretionary power is given you from the necessities of the case. You will consult with our minister and consuls as you have opportunity, availing yourself of any information derived from them to assist and regulate your judgment and action. Cultivate friendly relations with all.

The Department has great confidence in your ability, courage, firmness, decision, and wisdom, and entrusts you with extraordinary powers, which may all be called in requisition for the good of the service and of the country. Wishing you a successful and useful cruise.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander T. A. M. CRAVEN,
Commanding U. S. S. Tuscarora, New York.

Report of Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, of cruise in search of privateers.

U. S. SHIP INO, *at Sea, December 6, 1861.*

SIR: I have the pleasure to enclose herewith corrected copy of muster roll, together with abstract log of this ship continued from date of that last sent per ship *Grey Feather;* also list of vessels boarded, and another of those spoken, with the relative position of each. Having cruised in the vicinity of the equator a long time and falling in with nothing of an unfriendly character, and learning of no depredation having been committed by the enemies of the United States upon its commerce in that vicinity, concluded my chances of falling in with something may be improved by cruising further northward on the route, as instructed by the Department.

I am grieved in being obliged to prefer charges against my executive and second officer, Messrs. Endicott and Dunton. On the part of the first is a great want of dignity and attention to his business. Owing to his disobedience of orders we are getting short of water, having sufficient only for about forty days, used with great care. The tendencies of the conduct of Mr. Dunton would be to subvert the discipline of the ship; not safe to leave in charge of the ship as a watch officer, owing to his sleeping propensities. Duty compels me to prefer these charges.

On account of the season, the ship being very tender in consequence of want of ballast, produced in part by the consumption of stores, crew nearly out of clothing, paymaster's stock given out, and a want of water, will oblige me to start for Boston a little earlier than under other circumstances. It will be safe to expect her in Boston from the 1st to 10th January, 1862.

The health of the *Ino's* crew is excellent, and with the exceptions named they are a very worthy set of men. Mr. Parker, my third officer, together with the master's mates, are superior men.

Trusting this will merit your satisfaction, I remain, sir, with the highest respect, your most obedient servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding U. S. Ship Ino.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

The Eugenia Smith affair, December 7, 1861.

Report of Commander Ridgely, U. S. Navy, commanding U. S. Santiago de Cuba, of seizure of Messrs. Zacharie and Rogers on board the English schooner Eugenia Smith.

U. S. S. SANTIAGO DE CUBA,
Havana, December 18, 1861.

SIR: I have the honor to report that I left Havana on the evening of November 29 in pursuit of the English schooner *Eugenia Smith*. I steamed on the course to the Rio Grande at 10 knots, until satisfied I had passed the schooner, or missed her at night, or that she had taken an indirect course. Thinking it important that the rebel agent on board should be taken, I kept on for the Rio Grande.

On the evening of December 3, Point Isabel bearing west distant 90 miles, I overhauled the English schooner *Victoria*, of 72 tons, from Point Isabel, with a rebel clearance, and having 11 passengers, 8 of them from States in rebellion against the Government. I took possession of the schooner for entering and sailing from a port closed by proclamation of the President of the United States, and in violation of an act of Congress approved July 13, 1861. I transferred the passengers to this ship, in consequence of their number and the small size of the schooner, which obviated sending a large prize crew on board. I put a prize crew on board under charge of Acting Master A. W Muldaur, and ordered him to proceed to Galveston and report to the officer commanding blockade off Galveston, as the schooner was captured within Flag-Officer McKean's command.

I made for the Rio Grande, where I anchored off the coast of Texas. On the 7th we made a sail standing in for the land. I steamed after her, and found she was the British schooner *Eugenia Smith* with two passengers on board, Mr Zacharie, of New Orleans, and T. S. Rogers, of Texas, rebel agents. The consul's letter will explain the case of the former, and the latter had in his possession papers proving him to be an agent of the rebel Government. I examined the schooner thoroughly, but could find no contraband. She had passed through two U. S. custom-houses since she changed her flag (Key West and New York), as late as the 5th of October, and I thought I would not be justified in seizing her. I steamed to Galveston in twelve hours from the Rio Grande to see what disposition the commanding officer had made of the prize. Captain Eagle, of the *Santee*, was there, but took no action in the matter. I took the prize in tow for Key West, and when we were 250 miles from the Tortugas, the sea being too rough to tow the schooner, I ordered the prize master to make the best of his way to Key West and report himself to the U. S. district attorney there. The *Santiago de Cuba* arrived at Key West at 11 p. m. of the 12th, and the next morning I landed the passengers at Fort Taylor. Major B. H. Hill, the commanding officer, administered the oath of allegiance to and discharged seven of them; six of them he retained as persons who might do the United States an injury. I came immediately over to Havana to take in coal, which was nearly exhausted, and to make some slight repairs to the engine.

Mr. Zacharie, of New Orleans, informed me that the British consul, Mr. Crawford, would have given the schooner he left Havana in a convoy if Mr. T. Butler King, of Georgia, had taken passage in her, and that he had written for a man-of-war to convoy the rebel schooner *Par-*

liament, with British colors, commanded by a man named Gladden, formerly a lieutenant in the U. S. revenue service.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. N.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. CONSULATE-GENERAL IN CUBA,
Havana, November 29, 1861.

SIR: I am informed that the English schooner *Eugenia Smith*, Smith, master, sailed from this port on the morning of the 28th instant for Matamoras, having on board as passenger a well-known agent of the Confederate Government, Mr. Zacharie, of New Orleans, who has been employed in the purchase of arms, etc., at this port.

This schooner was formerly an American vessel of 160 tons, belonging to New York, where the family of the master now resides. She is a fore-and-aft vessel and sails well; but if you could get to sea to-morrow morning it is possible you could overtake her. Her destination is undoubtedly the above port or its vicinity.

The capture of the cargo (munitions of war, etc.) and of the above-mentioned agent is of great importance. If you determine to go, I need not impress upon you the necessity of the utmost secrecy. This vessel, I am told, was cleared from the office of the captain of the port by her Britannic Majesty's vice-consul, with a request that her manifest should be kept from the public.

I am, sir, your obedient servant,

R. W. SHUFELDT.

Commander D. B. RIDGELY,
U. S. S. Santiago de Cuba.

Letter from Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, transmitting copies of letters found in possession of Confederate agents Zacharie and Rogers.

U. S. S. SANTIAGO DE CUBA,
At Sea, December 20, 1861.

SIR: I herewith enclose copies of letters found in possession of Thomas S. Rogers, of Texas, taken from the British schooner *Eugenia Smith*, the originals in possession of Major B. H. Hill, commanding military post, Key West.

I am, respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

HAVANA, CUBA, *November 23, 1861.*

DEAR SIR: Enclosed please find Mr. Charles Lemprieu's letter; also a copy of a contract that I now have with the Confederate Government, which I am inclined to think will pay well. And should you

feel disposed to enter into a business of this kind with me I will allow you 33⅓ per cent above your invoice, cost, and charges in London, and then turn them over to our Government at 33⅓ per cent advance of cost and charges, delivered at any point in the Confederate States, and either pay you in cotton at the market price or in exchange on London, or gold and silver.

We now have one port open, which can not be blockaded, which is the Rio Grande River, which divides Texas and Mexico. Small schooners leave here every day for that port.

The above-named profit will amount to about 100 per cent. Now, should you wish to enter into this business, I am willing to give you two-thirds, which I think will pay well. Mind you, all expenses, time, traveling, etc., are to be added to the invoices. Please let me hear from you by return mail and I will visit you via return steamer if you answer favorably.

Address me Havana, Cuba, Hotel Cubana, and much oblige.

Your obedient servant,

THOMAS S. ROGERS,
Agent.

Mr. GEORGE BURGESS,
London.

HAVANA, *November 24, 1861.*

DEAR BURGESS: Will any client of yours take a contract under the following copy? There is everything open here, and the return money in cotton will pay everyone well. I am on my way to Mexico, and shall be back here in January, when I could attend to any certification your client might require. I am able to recommend the present holders of this letter.

Yours, ever,

CHARLES LEMPRIEU.

GEORGE BURGESS, Esq.,
71 Lincoln Inn Fields. London.

CONFEDERATE STATES OF AMERICA,
WAR DEPARTMENT, ORDNANCE OFFICE,
Richmond, Va., July 16, 1861.

SIR: This bureau will receive from you any or all of the following articles at any point within the Confederate States, upon the proper inspection and at the rates specified:

From 50,000 to 150,000 pounds rifle powder, 250,000 to 350,000 pounds musket powder, 50,000 to 150,000 pounds cannon powder, for which they will pay 30 cents, or 33⅓ per cent above invoice cost and charges; from 10,000 to 100,000 Minie muskets, at $30, or 33⅓ per cent above cost and charges; from 10,000 to 100,000 Enfield rifles, at $30, or 33⅓ per cent above cost and charges; 2,000 artillery sabers, at $10, or 33⅓ per cent above cost and charges; 5,000 breech-loading carbines for horse, at $35, or 33⅓ per cent above cost and charges; 2,000 Colt's navy or army pistols, at $30, or 33⅓ per cent above cost and charges; 200 carboys nitric acid, strong, at 33⅓ per cent above cost and charges; 20,000 pounds block tin, in pigs, at 50 cents, or 33⅓ per cent above cost and charges; 1,000 boxes common tin, larger size, at 33⅓ per cent above cost and charges.

Payment will be made either upon the certificate of the inspecting officer or quartermaster, or, in the absence of either, the certificate of the custom-house officer of the Confederate Government at the point where the articles are delivered, or upon such certificates of delivery after inspection and approval. The Department will pay to the value of deliveries at New Orleans such drafts as may be drawn by you on the assistant treasurer of the Confederate States to cover such purchases and deliveries.

Signed, with the approval of the President.

J. GORGAS,
Major and Chief of Ordnance, Confederate States.

GEORGE H. GIDDINGS,
San Antonio, Tex.

Letter of Mr. J. W. Zacharie to Hon. R. M. T. Hunter, Secretary of State of the Confederate States, transmitting statement of the circumstances of his seizure.

RICHMOND, *January 16, 1862.*

SIR: I have the honor to hand you, as requested, a copy of my statement under oath of the circumstances of the outrage lately committed on myself on board the British schooner *Eugenia Smith*, sailing under the British flag in the waters of Mexico, which I drew up at the request of her Britannic Majesty's consul of this city and this day furnished him.

I trust that the Government of the Confederate States will think proper to present to the Government of Great Britain what I can not but consider a just claim for indemnity for damages I have suffered.

I have the honor to be, very respectfully, your obedient servant,
J. W. ZACHARIE.

Hon. R. M. T. HUNTER,
Secretary of State of the Confederate States, Richmond, Va.

[Enclosure.]

J. W. Zacharie, merchant of the city of New Orleans, being duly sworn, declares:

That he sailed as passenger on board of the British schooner *Eugenia Smith*, F. Smith, master, of Nassau, New Providence, from Havana, island of Cuba, on the 27th of November last, bound for the Mexican port of Matamoras, on the Rio Grande. Her cargo consisted of 183 bales of India gunny cloth and 100 of English long cloths, the whole shipped as British property, insured in England. On reaching the coast of Mexico, on the 7th of December ultimo, within 3 miles of the shore, in 6 fathoms water, the mouth of the Rio Grande bearing N. W. by N., the *Eugenia Smith* was fired at and subsequently hailed by the U. S. S. *Santiago de Cuba*, which ordered her to lower her sails and come to anchor. She did so, and thereupon a boat with 12 men, armed with cutlasses and revolvers, under the command of Lieutenant Gibson, of the U. S. Navy, came alongside and demanded to know whether Mr. Zacharie was on board. The deponent replied in the affirmative, and desired to know what was wanted of him. Lieutenant Gibson informed him that Captain D. B. Ridgely desired to see him on board of the U. S. ship *Santiago de Cuba*. Deponent then asked whether it was a courteous invitation on the part of Captain Ridgely,

or one to entrap him from under the protection of the British flag. If it were the latter, he protested most solemnly against going.

Lieutenant Gibson informed him that the ship had been expressly sent for him. Deponent then reminded him (Lieutenant G.) that the vessel was in Mexican waters, and that the treaty between the United States and Mexico declared that free ships made cargoes and persons free, excepting contraband goods and naval and military officers, of which the deponent was neither; but as he supposed "might made right," it would be folly for him to attempt to resist the force which the lieutenant had with him, and he asked permission to change his dress, which, being granted, he did so, and accompanied Lieutenant Gibson on board the steamer *Santiago de Cuba*.

Upon his being introduced to Captain Ridgely, deponent demanded of him the reasons of his arrest, reminding him of his being in Mexican waters, and requested to know if he had any process from Mexican authorities to arrest him. Captain Ridgely replied that the reasons would be made known to him in due course of time. Deponent was requested by a sergeant of marines to go below, when he was rudely searched, ordered to take off his hat, coat, and boots, and upon turning his pockets inside out there were taken from him his money, his pocket and memorandum books, his portemonnaie, together with every scrap of paper which he had with him.

On his being released from the inquisitions of the sergeant, Captain Ridgely inquired whether he had brought his baggage on board. Informing the captain that it had not been so brought, and that it was much scattered in the cabin of the schooner, and that he could scarcely describe with accuracy what he had, the deponent desired that he might be allowed to go on board to collect the various articles. This was granted, and on the deponent's return on board he saw the men of the U. S. steamer busily engaged in hoisting out of the schooner's hold the cargo. They had broken open the hatches, and had many bales of gunny cloth on the deck, and from the appearance of the cabin he judged that they had been overhauling it and ransacking her lockers to find letters and papers, which were not to be found, the captain of the schooner having delivered to Lieutenant Gibson all that he had. These, after being examined by Captain Ridgely, were pronounced to be all in order, and the vessel was allowed to continue her voyage. Deponent on his return to the steamer was again overhauled and his trunk and carpetbag thoroughly searched, but nothing could be found in any way calculated to place him in a false position.

Deponent, with every form of solemnity, declares that he has never been employed in any way as an agent of the Confederate Government, although acknowledging himself heart and soul sympathizing in the cause, which in this instance was entirely disconnected from his presence in the waters of Mexico. From the coast of that Republic he was forcefully abducted and conveyed to Key West, where he was placed in Fort Taylor, remaining there nine days, not being allowed to communicate with her Britannic Majesty's consul, who, as the deponent understood, had called at the fort but was not admitted.

Deponent was thence transferred to the steamer *Baltic* on the 21st of December ultimo, and he reached New York in the morning of the 26th, when he was removed to Fortress Lafayette, whence he was liberated on the 1st of January instant, at about 2 o'clock p. m., and was told that he and his fellow-passenger, as well as fellow-prisoner, T. S. Rogers, were at liberty to go where they pleased. Deponent's memorandum books, together with a cotton bond of the Confederate

States of $50 and other valuable papers, were taken from him and were unreturned, without the assignment of any cause for their detention.

Deponent, by this interruption and detention from his business, has sustained heavy losses. He had made arrangements in different quarters for the shipment for his account and consignment to him at Matamoras of a large amount of property, and had chartered vessels to load back with cotton, which he had contracted for, to be delivered at Matamoras at 12 cents per pound, on which he fully estimated to realize a large profit, which would have been realized as subsequent events have proved. These losses, personal vexations, and damage to his health he estimates at the sum of $100,000, all of which he considers he had the right to be protected from by the British flag, under which he sailed and in which he relied with full confidence. He trusts that her Majesty's Government will not hesitate to indemnify him. They will unquestionably be entitled to reimbursement by the United States, under whose authority the injury was inflicted.

Deponent, in conclusion, states that the schooner *Eugenia Smith* was a British vessel regularly registered, and had been recognized as such by the United States authorities at the port of New York, whence she had just come from when chartered at Havana.

J. W. ZACHARIE.

CONFEDERATE STATES OF AMERICA,
Eastern district of Virginia, to wit:

On this 16th day of January, A. D. 1862, personally appeared before the undersigned, a Confederate States commissioner duly commissioned and qualified according to law, J. W. Zacharie, of the city of New Orleans, in the State of Louisiana, one of the States of the Confederacy aforesaid, whose name is signed to the annexed statement in his own handwriting and who is personally known to the undersigned to be the said J. W. Zacharie. He, the said J. W. Zacharie, having first duly sworn, saith upon his oath that the facts contained in the annexed statement are true, each page of said statement being signed at the bottom thereof with the initials of the said commissioner in his own handwriting, and that the said statement is a copy from the original, which is to be placed in the hands of her Britannic Majesty's consul in the city of Richmond, Va., F. J. Cridland, esq., to be forwarded by him to Lord Lyons, her Britannic Majesty's minister at the capital of the United States, at Washington, D. C. Witness my hand and seal of office at Richmond, Va., the capital of the Confederate States, on the day and date aforesaid.

[SEAL.]

WM. F. WATSON,
Confederate States Commissioner.

Statement of master of British schooner Eugenia Smith relative to seizure of Messrs. Zacharie and Rogers.

THE STATE OF TEXAS, *County of Cameron:*

Be it remembered that on this 11th day of the month of December, A. D. 1861, personally appeared before me, Henry Lyman Howlett, a notary public in and for the said county and State, duly commissioned and sworn, Frederick F. Smith, master of the British schooner called the *Eugenia Smith*, of Nassau, New Providence, of the burden of 101 tons, British measurement, who, being duly sworn by me, according to law, deposes and states on his oath: That he sailed in and with the said British schooner from Havana, Dominion of Spain, on or about

the 28th day of November, A. D. 1861, bound to the port of Matamoras, in Mexico, with a cargo of merchandise, consigned to Joseph San Roman. That nothing occurred to interrupt her said voyage until Saturday, the 7th day of December, A. D. 1861. That on Saturday, the 7th day of December, A. D. 1861, at about 2 o'clock in the afternoon, when the said schooner was about 4 miles south of the mouth of the river called the Rio Grande, he was hailed by the U. S. steamship called the *Santiago de Cuba*, by a gun fired by said U. S. steamship. A boat containing an officer and eight armed men then came on board of the said British schooner, which officer demanded my papers and passengers, both of which paper and passengers he took on board said steamship. While my papers and passengers were taken on board said steamship, two more boats came alongside of me with an officer and armed men, and demanded to know what I had on board. I told the officer I had two articles, viz, India bagging and English cotton goods. The officer then ordered my hatches to be opened by his men, who took out cargo until they could see the bottom of the vessel, cutting open bales of bagging while they were at work. The officer and his men then went into my cabin and demanded to be shown the scuttle, which they opened by ripping up the oil floor cloth. They then examined the scuttle and found some small parcels, which they overhauled and left in the cabin. About this time the captain of the said U. S. steamship sent my papers on board and ordered me to go on about my business. The captain of said U. S. S. *Santiago de Cuba* detained my passengers, whom his officer had already taken out of my schooner, to wit: Mr. J. W. Zacharie, of New Orleans, and a Mr. Rogers, of San Antonio, Tex., who are yet on board the said U. S. S. *Santiago de Cuba* as prisoners. The boarding officer demanded my mail, but I told him I carried none. The boarding officer left my hatches open, without offering to secure them in the same condition as they found them, although I was out at sea and in danger of damaging or losing my vessel and cargo. The men who came aboard armed with their officers were not restrained by their officers from stealing, which they freely did, but to what extent I can not yet form a correct estimate. I was detained on my voyage for the space of several hours, which put my vessel and cargo at great risk in making my port of destination, during all of which period of detention the boarding officer of said U. S. steamship took charge and kept the vessel so under his charge.

F. F. SMITH.

Thus done and protested at the city of Brownsville, county and State aforesaid, in the presence of Charles Stillman and Cornelius Stillman, witnesses.

In testimony whereof I grant these presents under my signature and the impress of my notarial seal at my office in the city of Brownsville aforesaid, on the day and year first hereinbefore written.

[SEAL.] H. L. HOWLETT,
Notary Public.

Report of Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, of cruise in search of privateers.

U. S. SHIP MORNING LIGHT, *December 8, 1861.*

SIR: In obedience to my sealed orders opened at sea on the 2d instant, I have reached to day latitude 32° 41′ N., longitude 68° 58′ W., expecting to pass near the Bermudas to-morrow.

On the 4th instant, sea time, 11 a. m., boarded the British schooner *Emeline*, from Martinique for New York, short of provisions; supplied her with a barrel of beef. She reports the privateer *Sumter* as having been off Martinique on the 10th of November. She transferred to her the captain and two men of the schooner *Daniel Trowbridge*, which she had taken and destroyed in latitude 17° 33′ N., longitude 56° 34′ W. The captain reports that they had been in irons several days, threatening them with hanging in case they heard of the *Savannah's* crew being hung. He also reports her as having a strong crew, desperate and determined. In the afternoon I mustered all hands for general exercise as in battle, expended 8 rounds of shot and one shell. Made a short speech to the men, who are full of enthusiasm at the idea of a crack at the *Sumter*, should she happen to cross our path.

On the 5th boarded the schooner *John C. Daily* from New York, bound to Havana. On the 6th boarded the brig *Marine*, from Boston to Havana On the 6th, 8:20 p. m., made out a bark steering apparently W.S.W.; made all sail in chase; at 10 a. m. overhauled her and brought her to with a rocket; she proved to be the bark *Idelia*, from Pernambuco, twenty-two days, bound to Philadelphia with a cargo of sugar. The masters of the last three vessels seemed to be much pleased at the idea of cruisers being afloat looking after them.

I report the ship's company as being in good health and spirits, and rapidly improving in drill of great guns and seamanship.

With the sincere hope that the next time that I have the honor to report to you, it may be a dispatch sent in by a prize,

I remain, very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant, Commanding.

[Hon. GIDEON WELLES,
Secretary of the Navy.]

Report of Commander LeRoy, commanding U. S. S. Keystone State, of departure in search af privateers.

U. S. S. KEYSTONE STATE,
At Sea, December 8, 1861.

SIR: I have the honor to report this ship at sea, and shall proceed in obedience to the sealed orders (when opened) furnished me.

I am, sir, very respectfully, your obedient servant.

WM. E. LEROY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Montgomery, U. S. Navy, commanding Pacific Squadron, to Commander Watson, U. S. Navy, commanding U. S. storeship Fredonia, regarding suspicious vessel launched in the harbor of Valparaiso.

U. S. FLAGSHIP LANCASTER,
Bay of Panama, December 9, 1861.

SIR: I have this moment received your letter with enclosures, of the 18th ultimo, and as the mail leaves in an hour or two I hasten to inform

you of the departure (yesterday) from this port, of the *Wyoming*, for Valparaiso, for the purpose of accompanying you to Callao.

You will please, sir, to notify Commander McDougal immediately, on his arrival, of the suspicions you have reason to entertain concerning the newly launched vessel at Valparaiso, referred to in your letter; and should they be well founded, direct him to have a watch upon her preparations and movements, and capture her upon leaving port. In the meantime it will be proper to apprise the Government of Chile, through the consul or minister of the United States, of your suspicions, with a view to timely intervention on its part, to prevent the illegal employment of said vessel against the commerce and interest of the United States.

I am, sir, respectfully, your obedient servant,

J. B. MONTGOMERY,
Flag-Officer, Commanding Pacific Squadron.

Commander J. M. WATSON,
U. S. Storeship Fredonia, Valparaiso de Chile.

Order of Secretary of the Navy to Commander Palmer, U. S. Navy, commanding U. S. S. Iroquois, to cruise in search of C. S. S. Sumter and other privateers.

NAVY DEPARTMENT, *December 13, 1861.*

SIR: The Department has received your communication of the 25th of October and 11th of November last.

You will continue in pursuit of the *Sumter* until you succeed in capturing her or learn positively she has been captured or destroyed. You will then remain in the West Indies in search of other privateers and for the protection of American interests until further ordered. Although cruising for the *Sumter*, you will not omit due vigilance in all cases. The belligerent's rights of visitation and search you will exercise, avoiding unnecessary offense to neutrals, but detecting and seizing all vessels having arms, munitions, and contraband of war.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander J. S. PALMER,
Commanding U. S. S. Iroquois, St. Thomas, West Indies.

Petition of merchants and shipowners of Boston, Mass., to Secretary of the Navy, urging the need of protection to American commerce in the Mediterranean.

BOSTON, *November 14, 1861.*

SIR: We, the undersigned, merchants and shipowners of Boston, engaged in trade with the Mediterranean, respectfully represent that our interests are materially jeopardized from the fact that no U. S. man-of-war is at present in that sea, and urgently request that at least one Government vessel (even a gunboat) be stationed there for the

protection of our commerce, especially against the danger incurred from privateers of the Confederate States, which have now every opportunity of cruising in the Mediterranean unmolested.

IASIGI, GODDARD & CO.
WILLIAM PERKINS.
FRANCIS BACON,
President China Mutual Insurance Company.
[And 14 others.]

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

A steam sloop of war has just been ordered to cross the Atlantic for the protection of American interests; another will be ordered when the condition of affairs at home will permit.

Letter from Ellen McCarthy regarding the capture of the ship John Carver by privateer Jeff. Davis.

PHILADELPHIA, *December 14, 1861.*

SIR: I beg leave to inform you that my husband shipped as a seaman from this port about five months since, on board the ship *John Carver*, chartered by the Government, with provisions to Key West. They were captured by the privateer *Jeff. Davis*, the men taken prisoners and carried to St. Augustine, in Florida. After some time a part of the crew were sent on to Richmond, and were since liberated. Others remain there still; my husband is among the number. I take the liberty of writing these particulars to know if there is a prospect of his being liberated, and when. I hope you will excuse the trouble I am giving you and make an allowance for the anxiety of a wife and mother, who are naturally anxious to have him restored to them and his helpless young family. Please answer this as soon as convenient. I also wish to know if the Government has made any provision for the wives and children of persons so situated, as no one needs it more than I do at present.

I enclose you the certificate of the shipping master to satisfy you that my statement is correct. Please direct to 813 South Eighth street, below Catherine.

I remain, yours, very respectfully,

ELLEN MCCARTHY.

[SECRETARY OF WAR.]

This is to certify that I shipped a man by the name of John McCarty in the ship *John Carver* that left in July last and was destroyed at sea by the privateer *Jeff. Davis.*

THOS. MCGUIRE,
Shipping Master.

PHILADELPHIA, *December 9, 1861.*

[Endorsement.]

Respectfully referred to the Secretary of the Navy.

S. CAMERON,
Secretary of War.

DECEMBER 17, 1861.

Order of the Secretary of the Navy to Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, to proceed to sea under sealed orders.

NAVY DEPARTMENT, *December 14, 1861.*

SIR: The order to you of the 4th instant to report at Hampton Roads is hereby revoked.

Transmitted herewith are sealed instructions addressed to you, to be opened when the *Quaker City* gets to sea. Commander De Camp will present himself for passage in the *Quaker City*, and you will take your departure immediately thereafter.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander J. M. FRAILEY,
Commanding U. S. S. Quaker City, New York.

[Enclosure.]

NAVY DEPARTMENT, *December 14, 1861.*

SIR: Proceed with the U. S. S. *Quaker City*, under your command, to the West Indies, in search of the rebel steamer *Sumter*. You will pursue that vessel with all diligence until you overhaul and capture her or learn positively that she has been captured or destroyed. Although your chief object will be the pursuit of the *Sumter*, you will not omit due vigilance in all cases. The belligerent right of visitation and search you will exercise, avoiding unnecessary offense to neutrals, but detecting and seizing all vessels which you have reason to suppose are transporting arms, munitions, and contraband of war to the insurgents.

Commander John De Camp goes out as a passenger in the *Quaker City*, to relieve Commander Palmer of the command of the *Iroquois*. The *Iroquois* may probably be found at St. Thomas, or you may learn of her movements from the U. S. consul there. The *Iroquois* and *Quaker City* will be independent of each other, but Commander De Camp and yourself will act in concert, so as to insure a thorough search for the *Sumter*, and to avoid cruising in close proximity or following in the same track unless advisable.

Communicate with the Department when opportunity offers and transmit a statement of vessels boarded and spoken, with the usual remarks in information in such cases.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander JAMES M. FRAILEY,
Commanding U. S. S. Quaker City, New York.

Instructions from the Secretary of the Navy to Commander John De Camp, U. S. Navy, appointed to command U. S. S. Iroquois, to relieve Commander Palmer and proceed in search of C. S. S. Sumter, etc.

NAVY DEPARTMENT, *December 14, 1861.*

SIR: On relieving Commander Palmer of the command of the U. S. steam sloop *Iroquois*, in pursuance of the order to you of this date, you will proceed with that vessel in search of the rebel steamer *Sumter*.

You will pursue the *Sumter* with all diligence until you overhaul and capture her or learn positively that she has been captured or destroyed.

Although your chief object will be the pursuit of the *Sumter*, you will not omit due vigilance in all cases. The belligerent right of visitation and search you will exercise, avoiding unnecessary offense to neutrals, but detecting and seizing all vessels which you have reason to suppose are transporting arms, munitions, and contrabrand of war to the insurgents.

The *Iroquois* may probably be found at St. Thomas, or you may learn something of her movements from the U. S. consul there. Commander Frailey will consult your wishes with regard to finding the *Iroquois*.

The *Iroquois* [and *Quaker City*] will be independent of each other, but Commander Frailey and yourself will act in concert so as to insure a thorough search for the *Sumter*, and to avoid cruising in close proximity or following in the same track, unless advisable.

Communicate with the Department when opportunity offers and transmit a statement of vessels boarded and spoken, with the usual remarks and information in such cases. Remain in the West Indies until further orders. I enclose instructions, to be opened when the *Quaker City* gets to sea.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander JOHN DE CAMP,
Appointed to command U. S. S. Iroquois.

Report of Commander Le Roy, U. S. Navy, commanding U. S. S. Keystone State, of arrival off Bermuda.

U. S. S. KEYSTONE STATE,
Off Bermuda, Sunday, 11 a. m., December 15, 1861.

SIR: I have to report I have this moment dropped anchor, to communicate with the consul before proceeding to the usual man-of-war anchorage. All well. Passage stormy.

I am, sir, very respectfully, your obedient servant,

WM. E. LE ROY,
Commander.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, of arrival at Nassau, New Providence, from New York, with circumstances attending cruise.

U. S. S. FLAMBEAU,
Nassau, New Providence, December 15, 1861.

SIR: I have to report our arrival at this port on the morning of the 11th, having left New York on the 6th. On the first night out the feed

pipe to the port boiler gave way, and on the morning of the 8th the one belonging to the starboard boiler also became useless. The boilers had then to be fed by the donkey engine with cold sea water to supply the place of the steam expended, instead of with hot fresh water from the condenser, thus impairing the economy of our consumption of coal. These feed pipes ought to be replaced by others of heavier metal, but they can not be even repaired at this place. The engineers, however, have mended them so that it is possible they may serve our purpose temporarily. In the meantime the usefulness of the vessel is not materially affected by it, and she is now ready for sea at a moment's notice. Nothing else of interest occurred during the passage until the morning of the 10th, when, being in latitude 27° 55′ N. and longitude 74° 55′ W., it was reported to me at daylight that a brig was in sight to the westward of us, apparently standing to the southward of west, with studding sails set. I ordered chase to be made, and after three hours overhauled her. She proved to be the *Queen of the West*, in ballast, from Puerto Rico, bound to Halifax, where she belongs. Although it had become evident sometime before reaching her that she was close hauled and standing to the N. W., yet I thought the circumstances of her first appearance, together with her locality, to be sufficiently suspicious to warrant me in heaving her to and sending an officer on board to examine her papers.

Everything proved to be correct, however. The matter of having the studding sails set was denied and her position was accounted for on the score of her having experienced a three days' gale from the northward, during which she had been obliged to lay to. I have since had reason to know that such was the case. In all, her detention amounted to only forty minutes, and she was not required to deviate from her course. My formal visits to the authorities have been courteously received, but it is evident from trifles, which I will not enumerate, that all their sympathies are with the rebels. Indeed, this is the tone of feeling among all classes here, and the common people barely fall short of downright insolence to our officers in the streets. Our presence is an evident source of embarrassment and distress to very many. The lieutenant-governor had already, before our arrival, forbidden the consul to land the coal sent out for the use of this vessel, except upon the express stipulation that it shall not be supplied to any United States vessel during our present difficulties, on the ground that it would constitute a breach of the neutrality enjoined by the Queen's proclamation, and a further correspondence since we came in has failed to convince him of error in this matter. I know of no means of evading this difficulty except by disregarding the decision of the lieutenant-governor, and towing one of the small coal schooners to some small harbor where the coal can be transferred, but as we have about 100 tons yet remaining on board, it will not probably be necessary to resort to such measure before I can receive instructions from the Department.

H. B. M. steam gunboat *Steady*, the only man-of-war here at the time of our arrival, went to sea on the evening of the 11th, and the *Nimble*, another vessel of the same class, arrived on the morning of the 13th, and left again after a few hours' stay.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, of British steamer Gladiator and other blockade runners at Nassau, New Providence.

U. S. S. FLAMBEAU,
Nassau, New Providence, December 15, 1861.

SIR: I have to report that on our arrival at this place on the morning of the 11th there were in port, among other vessels, the rebel steamers *Theodora* (formerly the *Gordon*) and the *Ella Warley* (formerly the *Isabel*). They had run the blockade, bringing cargoes of cotton which have been discharged here; but it is said that the *Theodora* has again brought away some diplomatic emissary of the Confederates, and is now purchasing flannel and other articles for a return cargo. Her 75 bales would seem an insufficient inducement to have brought her out. These two steamers are commanded by brothers named Lockwood.

The British steamer *Gladiator*, loaded with arms for the rebels, is also in this port. I am satisfied that it was her intention to have gone to sea on the night of the 12th, and by an apparent complicity of the authorities, particularly the man who is pilot and harbor master here, her chance of doing so without our being able to follow her immediately seemed good at one time. But I extricated the *Flambeau* from her cramped position and shifted our berth at midnight; and as we keep banked fires under the boilers constantly, I can now follow her out at any moment without a pilot, if necessary. I have, however, engaged a pilot at 8 English shillings per diem, one who can be thoroughly relied upon, I think, for capacity and fidelity. There were also present on our arrival a brig and schooner loaded with salt, both of which are said to have run the blockade frequently and to intend doing so again; and another schooner arrived to-day from Charleston. The clipper ship *Eliza Bonsall*, formerly of Boston but now of Liverpool, arrived at the same time with ourselves, and although there are rumors to the contrary I am disposed to believe that she has come for cotton, in hopes that a sufficient quantity might have already been brought over from the Southern States. If this is the case, however, the supply is as yet insufficient to load her. It is not unlikely from present appearances that the *Theodora* or perhaps some of the less valuable vessels may endeavor to lead us away from the port in chase so that the *Gladiator* may have the opportunity to escape, but I shall only fall into this trap in case the circumstances at the time should promise a chance of turning it to our advantage, as I deem it of paramount importance to prevent these arms from reaching the rebels.

It is rumored that there are two United States vessels cruising in the channels between this and the Hole in the Wall, and it may be that they are the *Santiago de Cuba* and the *De Soto*, but on the whole I doubt the entire story.

I have made this early report—leaving so much incomplete—lest we should be obliged to leave suddenly. In case of detention I will report further.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Samuel Whiting, esq., U. S. consul at Nassau, New Providence, to Secretary of the Navy, relative to the landing of coal at that port.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
December 16, 1861.

SIR: I have the honor to inform you that the coal which has arrived here by the schooners *Caleb Stetson* and *E. W. Perry*, consigned to my care by the U. S. Navy agent at Philadelphia, was being landed on the 10th December, when a dispatch was received by me from the colonial authorities forbidding the landing of the same, save on the condition that "the said coal should not be reshipped or transshipped on board any United States war vessel during the continuance of the struggles now going on in America."

I therefore ordered the schooners off to anchor and wrote at once to the Department of State for instructions in the matter. The U. S. S. *Flambeau*, Temple, commander, arrived here on the 11th instant, and though she did not actually need coal, I requested permission from the government of the Bahamas to put sufficient coal on board of her to lighten the schooner *Caleb Stetson*, which was leaking badly. My request was accompanied by the certificate of the captain of the *Caleb Stetson* to this effect. The request was courteously refused.

I have the honor to be, sir, very respectfully, your obedient servant,

SAML. WHITING,
U. S. Consul.

Honorable SECRETARY OF THE NAVY,
Washington, D. C.

[Endorsement.]

The coal can be sent to Key West or to Port Royal, as the master of the vessel may prefer, if there is any way of getting information to the consul.

J. L.

Report of Commander McKinstry, U. S. Navy, commanding U. S. S. Dacotah, of cruise from Hongkong, China, to New York.

U. S. S. DACOTAH,
New York, November [December] 16, 1861.

SIR: In obedience to the orders of Flag-Officer Frederick Engle, commanding the East Indian Squadron, copies* of which, marked 1, 2, and 3, are enclosed, the *Dacotah* left Hongkong on the 6th August and proceeded to Batavia, arriving there on the 17th, the distance having been steamed against a light southerly monsoon and smooth sea. On the 27th a telegram arrived from Anjer Point stating that the flagship *Hartford* was at that anchorage awaiting the *Dacotah*. On the 28th I proceeded to that point and joined the flagship, and on the morning of the 30th the two ships left the Strait of Sunda.

The *Dacotah* arrived at Cape Town on the 4th October, where, after having filled up with coal, I left on the 9th and reached St. Thomas on the 19th November, with the boilers of the ship in a greatly impaired condition. On the afternoon of the 23d of November, having coaled and being ready to leave for the United States, the American schooner

* Omitted.

E. J. Talbot came in, stating that she had been chartered at St. Pierre to take coal and provisions to the U. S. S. *Iroquois*, then watching the *Sumter* at that port. The U. S. consul at St. Thomas having loaded the schooner with great dispatch, I left that port at 11 p. m. with her in tow for St. Pierre. On the 24th instant I was induced to run off my course in chase of a man-of-war bark, in appearance resembling the *Sumter*, and spoke her after firing a blank cartridge to windward. She proved to be H. B. M. *Terror*.

On the morning of the 26th I was off St. Pierre, and on communicating with the town found that the *Sumter* left at 8 p. m. on the 23d instant, closely pursued by the *Iroquois*. The contradictory reports relative to the route of the *Sumter* left me in doubt respecting the course she had taken. The only conclusion I could arrive at was that she had gone north, and would be likely to make a French port in preference to any other. The next morning I reached Basse Terre and in the evening Pointe à Pitre, Guadeloupe, but could gain no intelligence respecting her. The following day, after examining the passage between Guadeloupe and Dominica, I stopped again at Basse Terre and the next day at St. Eustatius and St. Barthlomew, without obtaining any trace of her.

The state of the boilers and the limited quantity of provisions on board made it requisite for the ship to return to the United States in compliance with orders. After obtaining a supply of coal at St. Thomas, I left that port on the 2d December and arrived here this evening.

The U. S. S. *Macedonian*, *Iroquois*, and *Shepherd Knapp* were at St. Thomas, the *Macedonian* to sail on the 2d instant.

I am, sir, with great respect, your obedient servant,

J. P. McKINSTRY,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander LeRoy, U. S. Navy, commanding U. S. S. Keystone State, of arrival at Bahama Islands, with account of cruise.

U. S. S. KEYSTONE STATE,
AT ANCHOR OFF HAMILTON, NAVAL ANCHORAGE,
Islands of Bermuda, December 16, 1861.

SIR: I anchored in Murray Bay yesterday a little after 11 a. m., and at once proceeded on shore to communicate with our consul, learning nothing of any importance to the public interests. After returning on board I shifted my anchorage to the present spot, as being less exposed, the pilot not thinking it safe to attempt taking so large or long a ship as this into the harbor of St. George, where the consul resides. This morning I expect, the weather permitting, to pay my official respects to his Excellency the governor and Vice-Admiral Sir A. Milne, whose flagship, the *Nile*, is near me. My passage to these islands has been exceedingly rough, and was delayed somewhat to enable me to exercise my crew at the guns.

I much regret the Department should have deemed it proper to direct the sailing of this vessel without giving me the services of a lieutenant, particularly at a moment like this, when experience in naval matters is so requisite in the executive officer. I am fortunate in having the

services of three excellent masters, intelligent, zealous, and efficient seamen, who have shown every desire to second me cheerfully, but have had no experience in exercising guns. I trust the Department will see the propriety of ordering a lieutenant to this vessel.

I availed myself yesterday of a few moments to advise the Department, by a vessel that was under way, of the safe arrival of the *Keystone State*.

I am, sir, very respectfully, your obedient servant,

WM. E. LEROY,
Commander.

Hon. GIDEON WELLES,
Secretary [of the] Navy, Washington, D. C.

Several vessels were boarded on the passage, among them the French merchant bark *Suerde*, of and for Marseilles, thirty-one days from Campeche. I furnished her with two sacks of coal, her captain fearing his supply of fuel would not hold out.

Very respectfully,

WM. E. LEROY,
Commander.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, of the presence of blockade runners Theodora and Gladiator at Nassau, New Providence.

U. S. S. FLAMBEAU,
Nassau, New Providence, December 17, 1861.

SIR: As I anticipated when writing my last, an attempt was made last night in the midwatch to lead this vessel away in chase of the *Theodora*. Care had been taken that I should hear rumors of her intention to leave, and also an exaggerated estimate of the value of her cargo. She went off to the eastward by a channel where it was impossible for us to follow, expecting us, no doubt, to go out by the ordinary way; but she is at anchor some 5 miles away, and the top of her smokestack is in sight this morning from our masthead, and besides this, all or nearly all of her crew left her as she was getting under way. The *Theodora* was the only vessel in port that hoisted the rebel flag on Sunday, as the *Ella Warley* and some small craft that have hitherto shown these colors came out with the English flag on that day. I supposed this to be a part of the plan to entice me away, and having reason also to believe that the story of her return cargo is a pure fiction, I shall let her go, if she chooses, more particularly as she burns soft coal, and so will find it more difficult to elude the vigilance of the blockading squadron. I had thought of acting otherwise; but if I were to follow and capture this decoy vessel, the authorities would doubtless on my return order me to sea as having made an improper use of their port, and so the *Gladiator* would get the desired opportunity for escape.

I am aware that I have no right to make use of a neutral port to watch my enemies and follow them out, and that such a course would vitiate their capture; but I have been lying here for the purpose of repairing the damage to our feed pipes, and am now engaged in setting up the rigging, which needs it very much; in addition to which I have reason to hope that the authorities will recede from their prohibition to coal the ship at this port, and the watching and determination to follow and capture the *Gladiator* is only incidental to my being here for other

purposes. I hope the consul's dispatches to the commanding officer at Key West and to Consul-General Shufeldt will soon bring another vessel to my assistance, for I am sorry to say that the condition of my health impairs my mental and physical energy to a great degree. I neglected to mention in my previous letter that when I shifted my berth at midnight of the 12th and 13th, the authorities, imagining that it was my intention to cut out the *Gladiator* and tow her to sea, manned the battery, shotted their guns, and stood prepared to fire upon us. I have only to add that the H. B. M. S. *Bull Dog* arrived from Havana yesterday morning. She keeps banked fires as well as ourselves, and I am confident that, as Commodore Dunlop dispatched her immediately on the arrival of the *Steady*, she is ordered to watch this vessel and will probably interfere with our proceedings. She carries 4 heavy 32-pounders, 1 pivot 68-pounder aft, and an Armstrong gun of 100 pounds caliber on the forecastle. I find her presence rather inconvenient, more especially as her commander is quite a clever man and well read in international law, besides being more dexterous than anyone I have met in guarding his conversation.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy:

DECEMBER 19, 1861.

The *Theodora* has gone to sea, as also British schooner *Prince of Wales*, loaded with salt for some Southern port.

W. G. T.

[Telegram.]

NAVY DEPARTMENT, *December 17, 1861.*

Direct Commander Craven, of the *Tuscarora*, to visit the Azores Islands on his way to England.

GIDEON WELLES,
Secretary Navy.

Commodore H. PAULDING,
Commandant Navy Yard, New York.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of departure for sea in obedience to orders.

[U. S. S. QUAKER CITY,]
Off Ellis Island, New York Bay, December 18, 1861.

SIR: I have the honor to acknowledge the receipt of your letter of the 14th instant, directing me to proceed to sea after the arrival of Commander De Camp, and respectfully inform you that I left the navy yard on the 17th instant at 3 o'clock, proceeding to Ellis Island to take in powder, which having been accomplished, I immediately proceeded seaward and shall in a few moments discharge the pilot.

Your secret instructions will be faithfully carried out. I regret that

no change could be effected in the list of acting masters as first ordered, as in that respect, as I previously reported, the ship can not be said to be efficient.

I am, sir, very respectfully,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, of cruise from Aspinwall, New Grenada, to the West India Islands.

U. S. SHIP MACEDONIAN,
At Sea, December 19, 1861.

SIR: Agreeably to your order of September 4, I sailed from Aspinwall on the 5th of October, and beat up to the eastward on the coast of New Granada and of Venezuela against the prevailing wind and current till we reached La Guayra, on the 26th; those most familiar with the navigation of our track expressing a good deal of surprise at the success of what seems to be a rather unusual experiment, and which was, without doubt, owing to our beating very near in shore all the way, a course not often ventured upon by so large a ship.

The crew having become impatient to get liberty on shore, it was granted to them at La Guayra, in consideration of no more preferable opportunity having offered itself since the ship had sailed from Portsmouth, N. H.

On the 2d of November we sailed from La Guayra, and returned again on the 5th, with the hope of recovering, through the agency of the police during our absence, two deserters that it was anticipated would come out from their hiding places when the ship was known to have left the anchorage, but they probably found too many sympathizers on shore and eluded detection.

We sailed finally on the same day, and continued to beat to the eastward, as far as the island of Margarita, when on standing to the northward with the view of going outside, we found a lee current so strong as to make it necessary to try the passage between the islands and the main, or to abandon the idea of getting any further to the eastward. It proved to be more intricate and difficult of navigation than was anticipated, and not very well surveyed, in consequence of which the ship, before we got through, was on shore twice and touched in stays on another occasion, but probably sustained no injury in consequence.

It was my intention when I left Aspinwall to go to Trinidad (Port Spain), and there to fill up my water, then to run through the islands to the northward as far as St. Thomas, and from thence go to execute fully your order to cruise in the Mona Passage. In the execution of this design we had reached within 50 miles of the island of Trinidad (or of Bocas de Dragos) [Dragon's Mouth], when we found the current so strong against us that we gained but 12 miles in four days, and actually lost ground during the preceding forty-eight hours. No better prospect appearing in view, it became necessary to abandon the idea of reaching Port Spain and to seek for water at some more accessible place. All things considered, St. Thomas appeared the most convenient and most certain from where we then were, and on the 21st

of November we quit the coast of the Spanish Main, forty-six days after sailing from Aspinwall. We arrived at St. Thomas the 27th November, after having been on short allowance of water in consequence of many of the tanks having been salted from the pickle out of old and leaky provision barrels.

We met with nothing suspicious on the coast, and yet it seemed a very desirable region for cruisers against the commerce of the United States to appoint as their rendezvous and to receive supplies. At the Margarita Islands, in particular, any desired facilities might be secured; for although the Government officials express an interest in our Federal cause, yet it is a notorious fact that the people generally take the other side of the question, and that seems to be the case all through the West Indies.

With this strong protecting interest in their favor, the wonder is that more cruisers have not been commissioned before now against the flag of the Union.

Knowing that this feeling does so generally exist, it becomes my duty to recommend that a Government cruiser should be made to pass around the Caribbean Sea as often as may be, with a view to deter from any attempt of the kind. No litttle surprise has been expressed wherever we have been that the United States should be carrying on such extensive naval and military operations at home and yet be able to send their cruisers so far away in pursuit of their enemies. It conveys a strong and a useful impression of the power of the Union.

I am, very respectfully, your obedient servant,

JAMES GLYNN, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander McKinstry, U. S. Navy, commanding U. S. S. Dacotah, to Assistant Secretary of the Navy, refuting unjust criticisms of Commander Palmer, U. S. Navy.

[Private.]

U. S. S. DACOTAH,
North River, December 19, 1861.

DEAR SIR: My report to the Department, forwarded by Commodore Paulding, was written in haste on the evening of my arrival, and my object in addressing you this private note is that justice may be done Commander Palmer, whom the papers are denouncing in an unjust manner, I think.

On the 19th November I arrived at St. Thomas (the first time), and on the 23d, p. m., having coaled and being about to leave for Boston, the American schooner *E. J. Talbot* arrived, stating that she had been chartered by the *Iroquois* at St. Pierre, Martinique, to take coal and provisions to her (the *Iroquois*), then watching the *Sumter* at that port. With dispatch the stores were placed on board the schooner, and 11 p. m. of that night the *Dacotah* stood out of the harbor with the schooner in tow. The next day I was led off my course to chase a bark, in appearance not unlike the *Sumter*. After firing a blank cartridge to windward she was overtaken, and proved to be H. B. M. bark *Terror*.

On the 24th, having towed the schooner there, I communicated with St. Pierre and learned that the *Sumter* had escaped at 8 p. m. on the 23d.

From the contradictory reports I could glean no satisfactory information respecting her route, and came to the conclusion that, if pursued, she would make for a French port in preference to any other. My slight intercourse with the French officials showed their sympathy to be with her.

Leaving St. Pierre that p. m., the next morning I was at Basse Terre, and in the afternoon at Pointe à Pitre, and next day, after examining the passage between Dominica and Gaudeloupe, called again at Basse Terre. My object in making this second call at that port was to learn what news the English mail steamer from the islands south might have brought the previous night. Not the slightest intelligence could be obtained of the *Sumter*. The next day I called at St. Eustatius and St. Bartholomew, the governor of the latter island assuring me that the *Sumter* would not be permitted to enter his ports.

The state of the boilers of this ship and the limited supply of provisions made it imperative for me to return to St. Thomas for coal, and return for repairs to the United States.

The above facts are hastily given you, that Commander Palmer, who could not have known of the *Dacotah* being at St. Thomas, may be properly represented to the Department. The many denunciations in the papers, in my opinion, are unjust.

The *Iroquois* arrived at St. Thomas the evening previous to my leaving, and I saw Commander Palmer, in the presence of others, without learning from him anything respecting his movements, and I have hurriedly written this to explain my departure from the orders to return home. It was time for this ship to return, aside from the repairs required on her boilers. A great portion of the ship's company are from the wrong side of Mason and Dixon's line, and they should be changed.

Having taken 100 tons of coal yesterday, I decided upon going through the sound. Now, 9:30 a. m., there is a dense fog and the pilot declines taking the ship through the gate. If the weather should prove foggy to-morrow, I shall proceed to sea by the Hook. I am much annoyed by this day's detention.

The *Dacotah*, when in order, will, I think, prove as efficient and as fast as any steamer of her class.

Excuse this hasty epistle. Without being, or assuming to be, the apologist of Commander Palmer, I would wish, as I know you would, that justice should be done him in his absence. Dissatisfied, grumbling subordinates may so color a commander's conduct as to destroy his character and prospects.

In haste, very truly yours,

J. P. McKINSTRY,
[*Commander, U. S. Navy.*]

Captain G. V. FOX,
Acting Secretary of the Navy.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, transmitting correspondence with colonial authorities at Nassau, New Providence, relative to coal.

U. S. S. FLAMBEAU,
Nassau, New Providence, December 19, 1861.

SIR: I enclose herewith copies of a correspondence I have had with the colonial authorities on the subject of getting coal on board here. I was induced to write the first letter by information that orders had

been received from the home Government to let us have coal; but there seems to be some mistake about it.

The consul's dispatches failed to reach Key West, whether from actual fear on the part of the black captain to cross the Gulf Stream, as alleged, or from secret instructions given him before starting, I am unable to say. The vessel returned last night, and now the consul is about to send one of the coal schooners to Key West. I therefore take this opportunity to send duplicates of my dispatches, lest when the *Karnak* is about to sail the post-office authorities should refuse to take them.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. FLAMBEAU,
Nassau, New Providence, December 17, 1861.

SIR: Having applied to the U. S. consul at this place to get a supply of coal for the vessel under my command, a correspondence between your Government and the consul was read to me, in which he was denied permission to procure such supplies at this port, during the existence of the present difficulties between the Government of the United States and the rebel States, on the ground that such permission would be an infraction of the neutrality prescribed by her Majesty's proclamation of the 14th May last.

Without entering into the question of what constituted contraband of war, either under the recognized principles of international law or under the treaty of 1794, between the United States and Great Britain, or under the British orders in council of the 18th of February, 1854, and the 24th of April following, and without citing the writings of Ortolan and Hautefeuille—all of which clearly show that coal can never, under any circumstances, become contraband—I would beg leave to suggest for your Excellency's consideration the fact that the motive power of this vessel is almost exclusively steam: and since it is impossible to carry a perpetual supply of coal on board, a prohibition to obtain more would amount to detaining her in port during the war, and so far from preserving the neutrality enjoined, it would really be affording aid to the rebels. That this is the view taken by her Majesty's Government in England would seem evident from the notorious fact that both the U. S. S. *James Adger* and the rebel steamer *Nashville* obtained supplies of all sorts at Southampton, among which coal must necessarily (from their construction) have entered: and it is perhaps due to the peculiar construction of the steam vessels employed in the present contest that any doubts which may have existed on this point hitherto have been thus readily set aside. I am sorry to write thus loosely, and chiefly from memory and newspapers, on such a subject, but the conclusion that this prohibition would be actually taking part against us has seemed so obvious to me that I have trusted to your indulgence in so doing, and I would only add that it has been done in all friendliness of feeling towards your Excellency and Government.

With the highest consideration and respect, I remain, your Excellency's most obedient servant,

WM. GRENVILLE TEMPLE,
Lieutenant Commanding, U. S. Navy.

His Excellency Lieutenant-Governor NESBITT.

BAHAMAS COLONIAL SECRETARY'S OFFICE,
Nassau, December 18, 1861.

SIR: I am directed by the lieutenant-governor to acknowledge the receipt of your letter of yesterday's date, having reference to a recent correspondence between the Government and the consul of the United States, which was read to you on your application to him "for a supply of coal for the vessel under your command, in which he was denied permission to procure such supplies at this port, during the existence of the present difficulties between the Government of the United States and the rebel States, on the ground that such permission would be an infraction of the neutrality prescribed by Her Majesty's proclamation of the 14th of May last."

"Without entering into the question of what constitutes contraband of war," you proceed to urge certain reasons in opposition to the view of coal being contraband, and allege that a prohibition to obtain a supply of coal for the steamer under your command "would amount to detaining her in port during the war, and, so far from preserving the neutrality enjoined, it would be really affording aid to the rebels."

You likewise cite the cases of the U. S. S. *James Adger* and the Confederate steamer *Nashville*, and refer to the different treatment they received at Southampton.

Having given the matter full consideration, the lieutenant-governor is advised that there is nothing in your letter to alter the view of the case already communicated to your consul.

English authorities of unquestionable weight and character show that coal and other articles *ancipitis usus* become under circumstances contraband of war; but the real question here is not whether coal is or is not contraband of war, but whether the United States armed vessels are to make this a coaling depot, for the better facilitating their belligerent operations against vessels of the Confederate States, lawfully resorting here for the purposes of trade. The cases of the *James Adger* and the *Nashville* are not parallel cases to that of the *Flambeau*. In those cases, the vessels were some thousands of miles distant from the United States, and coal was to them an article of real necessity. In your case the *Flambeau* is within a very short distance of the ports of her own nation—Key West, for instance—where all her necessities could readily be supplied.

The obtaining coal here, therefore, can only be with the object of enabling her to continue what it is in fact, to a certain extent, a blockade of this port, and no facilities can under these circumstances be afforded her for carrying out this object, by any action of the local government, without the express sanction of her Majesty's Government for the purpose being first obtained.

I have the honor to be, sir, your obedient servant,

A. J. THOMPSON,
Acting Colonial Secretary.

Lieutenant W. G. TEMPLE,
Commanding U. S. S. Flambeau.

U. S. S. FLAMBEAU,
Harbor of Nassau, December 19, 1861.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday's date, in reply to mine of the day previous, relative to my obtaining a supply of coal for this vessel.

I have nothing further to present on this question, and shall leave it to my Government to obtain "the express sanction of her Majesty's Government," which you propose; but, in the course of your remarks, you say "the obtaining coal here, therefore, can only be with the object of enabling her [the *Flambeau*] to continue what it is in fact, to a certain extent, a blockade of this port," etc.

I must protest against such a construction being placed upon my presence in this port, and would assure the authorities here that, in the instructions from my Government, I am strictly enjoined to "respect the rights of neutrals," among whom, I trust, Great Britain may remain classed during the continuance of this contest.

I have the honor to be, sir, your obedient servant,

WM. GRENVILLE TEMPLE,
Lieutenant Commanding, U. S. Navy.

Hon. A. J. THOMPSON,
Acting Colonial Secretary of the Bahamas.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, relative to blockade runner Gladiator at Nassau, New Providence.

U. S. S. FLAMBEAU,
Nassau, New Providence, December 21, 1861.

SIR: Since my last date the steamer *Ella Warley* (formerly the *Isabel*), which was under the rebel flag until our arrival, but has since taken out English papers, has coaled ship, and this morning went outside. I had previous information, however, that she was to go alongside the *Eliza Bonsall*, clipper ship, and take out of her a cargo of salt. I should not, therefore, have followed her, even if I had not already decided upon a different policy; and she has just returned again, and is fast to the ship. I am anxious to get the approval of the Department to my decision to remain and watch the *Gladiator*, even if it should allow all these other vessels to pass out under my nose. It is very annoying to me to do so; but as the main object is to prevent arms from reaching the rebels, as the *Gladiator* is reported to have arms and equipments for 25,000 men, as the military efficiency of the rebels would not be materially increased, even by the success of the *Theodora* and *Isabel*, in running the blockade, and as their chance of so doing is so small, now that they are burning soft coal, I have thought it clearly my duty not to hazard being ordered away from this post for any less reason than the capture of the *Gladiator*. It has already been under discussion in council to order me off anyhow. If that were to occur, and I were obliged to watch outside for her, my supply of coal would not last a week, and she would soon be able to slip away. I can hardly think the Department would justify me in taking the remaining coal schooner to some harbor in the vicinity, and in the face of the governor's prohibition, filling up the bunkers from her. If, on the contrary, I remain here, she can neither elude me nor transship her arms, for I am within about 100 yards of her, and the coal on hand will allow me to keep banked fires for a month longer, and still have enough to reach Key West. The *Gladiator*, however (and indeed everybody on shore), is of opinion that we can not hold out many days longer. Of course I do not undeceive them, and they have moored head and stern, waiting for our departure. Meantime these other vessels seem to have guessed

my intention of allowing them to get to sea if they choose, and are making the most of it, except the brig loaded with salt, which is withdrawn from the trade altogether.

If the *Santiago de Cuba* left Havana on the arrival of the *Karnak* it is possible that these vessels may be captured before getting into the open ocean; but I have no intelligence of her, except that she was coaling there when the *Bull Dog* and *Steady* left, five or six days ago. I find that there are not over 70 tons of coal in the ship at present.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order from Flag-Officer Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron, to Commander Ridgely, commanding Santiago de Cuba, to proceed to Nassau, New Providence, in search of blockade runner Gladiator.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 21, 1861.

SIR: Please receive my thanks for the prompt manner in which you have repaired to this port and furnished me with the important information contained in a dispatch to you from Consul-General Shufeldt at The Havannah.

In reference to its subject-matter, I deem the interests of the public service will be best subserved by your early departure for Nassau. You will therefore proceed with the *Santiago de Cuba* under your command to that port, and after receiving from Lieutenant Commanding Temple, of the *Flambeau*, all the information he may have to impart to you, you will communicate with the U. S. consul at Nassau, and get, in an official form, all the facts touching the subject-matter of the consul-general's dispatch.

You will perceive by the enclosed letters and extracts from the consulate in London that the *Gladiator* has been purchased by the rebels and the vessel and cargo are rebel property, notwithstanding her English papers. She would be, therefore, according to British rule and practice, open to capture 1 marine league from any British possession; but she is loaded with contraband of war for the rebel States, and you will make prize of her for this and send her to New York, to be libeled. You will likewise inform Lieutenant Commanding Temple of this fact, and direct him to make a prize of the *Gladiator* under the above-mentioned circumstances.

Notwithstanding the most unfriendly and indefensible procedure on the part of the authorities at Nassau, as set forth in Consul-General Shufeldt's letter to you, you will observe the utmost forbearance and discretion in all your intercourse with those authorities. At the same time I rely with entire confidence upon your firmness and judgment to sustain our rights as a nation and as belligerents upon the ocean wherever any unauthorized attempts may be made to encroach upon them.

I leave to your sound discretion your own movements, after communicating as above directed with Lieutenant Commanding Temple and the U. S. consul at Nassau, whether to return here with information

to me or to Havana, or to go direct to Baltimore with dispatches to the Navy Department; in case of the latter, showing these orders as your authority for doing so.

Should the cargo of the *Gladiator* be transshipped at Nassau or Havana I shall want early information of that fact.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Commander D. B. RIDGELY,
Commanding Santiago de Cuba, Port Royal.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of unfriendly feeling against the United States existing in Bermuda.

U. S. S. QUAKER CITY,
Bermuda, December 22, 1861.

SIR: I have the honor to report my arrival off this port to-day about noon, when I was boarded off the point by Commander LeRoy, of the U. S. S. *Keystone State*, and from him received intelligence of the bad state of feeling existing in all classes against the United States. Commander LeRoy not being able to procure coal, except under great disadvantages, which he will doubtless detail to you, I have concurred in opinion with him that his best course is to put himself in communication at an early day with the Department. The representations made by Commander LeRoy have determined me solely to comply with my instructions by placing Lieutenant Gamble on board the *Keystone State*, and not to enter the inner harbor.

Mr. Charles M. Allen, U. S. consul at this place, came on board with Commander LeRoy and fully concurred in the opinion of the propriety of Commander LeRoy not reentering or remaining in the port.

I am, sir, very respectfully,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander DeCamp, U. S. Navy, stating the reasons for the return to Hampton Roads of the U. S. S. Keystone State.

U. S. SHIP QUAKER CITY,
Off the harbor of St. George, Bermuda, December 22, 1861.

SIR: We arrived off St. George this morning, having sailed from New York on the afternoon of the 18th instant.

Commander LeRoy, U. S. Navy, commanding U. S. S. *Keystone State*, boarded us off the harbor; also Mr. Allen, U. S. consul at Bermuda. From representations made by Commander LeRoy and Mr. Allen respecting the very unfriendly feeling existing here toward all loyal Americans, the refusal of the admiral to supply the *Keystone State* with coal, their remarkable civility to the officers of the rebel steamer *Nashville*, their liberal supplies of coal and other stores to that vessel,

the ordering our consul not to approach the port (when heretofore we had sociably visited the officers of that establishment), and the general feeling of animosity which is plainly shown toward us by the authorities and citizens of the island, as represented by Commander LeRoy and our consul, induce me to advise Commander LeRoy to return without delay to Hampton Roads with the *Keystone State*, and report to the Department.

My reasons for so advising are that no coal will be supplied to our ship at this place, the *Keystone State* can not cruise in this vicinity even for a few days without serious danger of capture by a rebel vessel should she be caught without coal, and I deem it essential to the public interest that the Department be informed of the state of things here at as early a date as possible.

Lieutenant Gamble having already gone on board the *Keystone State*, Commander Frailey has determined not to enter the port, but to proceed immediately to St. Thomas in search of the *Iroquois*.

I pray you to excuse this hurried letter.

I have the honor to be, most respectfully, your obedient servant,

JOHN DECAMP,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Flag-Officer Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron, transmitting letter from Consul-General R. W. Shufeldt, at Havana, Cuba, regarding blockade runners in that port.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., December 23, 1861.

SIR: I have the honor to inform the Department that Commander Ridgely, commanding U. S. S. *Santiago de Cuba*, arrived at this port on Saturday, the 21st instant, with an important communication received by him from Consul-General Shufeldt, at The Havannah. A copy of this communication I mailed to you the same day, but I herewith enclose a duplicate copy to prevent accident.

I also enclose a copy* of my instructions to Commander Ridgely, directing him to proceed at once to Nassau. He left this morning.

Respectfully, your obedient servant,

S. F. DU PONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

CONSULATE-GENERAL UNITED STATES OF AMERICA,
Havana, December 18, 1861.

SIR: I have received reliable information from Nassau that an English steamer called the *Gladiator*, and loaded with arms sufficient for 25,000 men, has arrived at that port from England, the arms being intended for the rebels. Also that the steamers *Ella Warley* (formerly

* See p. 256.

the *Isabel*, of Charleston) and *Theodora* had arrived there from Charleston under the Confederate colors.

The *E. Warley* changed her flag to the English forty-eight hours after her arrival. The U. S. screw ship *Flambeau*, Captain Temple, is in Nassau. Has been refused permission by the authorities to take coal either from the shore or from vessels loaded with the article belonging to the U. S. Government; at the same time the *Theodora* and *E. Warley* are allowed to coal.

The party giving us the above information states that the feeling of the people of Nassau is very hostile and violent against the United States and its officers. I deem this of so much importance as to induce me to advise you to proceed immediately to Port Royal and make report to Flag-Officer Du Pont, hoping that our forces may succeed in capturing the *Gladiator* and her cargo and the other vessels engaged in the trade with the Southern ports.

I am, sir, respectfully and truly, your obedient servant,

R. W. SHUFELDT,
Consul-General.

Captain DANIEL B. RIDGELY,
Commanding U. S. S. Santiago de Cuba, present.

Report of Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, of cruise in search of privateers.

U. S. SHIP MORNING LIGHT,
At Sea, December 23, 1861.

SIR: I have the honor to report the U. S. ship *Morning Light*, under my command, as having reached the latitude of 9° 36′ N. and longitude 40° 29′ W. at yesterday noon. I have kept thus far to leeward of the track of outward-bound vessels, and have now just reached the track of the homeward bounders. I propose to work from my present position as far to windward as the island of St. Paul [St. Paul Rocks]; by that time I expect that my water and provisions will be sufficiently reduced to justify bearing up for New York. Since my last dispatch, under date of the 8th instant, by the *John Bunyan*, I have to report that on the 9th we spoke, without heaving to, the schooner *Alma* (British), from Digby, Nova Scotia, for Nassau. The appearance of her decks and course she steered did not, in my judgment, render it necessary to board her. On the 11th we hove to and boarded the British bark *Rains Castle*, from Santiago de Cuba for Swansea. On the 16th instant we sighted, at 8 p. m., a sail steering apparently W. N.W. We bore down upon her and fired a rocket as a signal to heave to. She paid no attention to the signal; filled away again, and ran close aboard her, she acting very suspiciously. After considerable maneuvering, a shot was fired across his bows as a signal, and we threatened him with a broadside. This produced no more effect than our words. After sailing around her for the third time I made him comprehend that I wanted to board him. He then hove to. I sent my executive officer on board, who returned and reported the Spanish brig *Slaneiro*, from Cariño (Spain) for Havana. It appears that the captain was badly frightened, which accounted for the suspicious nature of his movements, as everything about his papers, charts, deck, etc., indicated that he was bound on a true voyage. Since that date I have nothing

of importance to recount. We have eighty-five full days' allowance of water on board, which is being added to whenever we have an opportunity. Hoping that my next will have more favorable news, I have the honor to remain,

Very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant, Commanding.

[Hon. GIDEON WELLES,
Secretary of the Navy.]

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, regarding transshipment of contraband goods at Nassau, New Providence.

U. S. S. FLAMBEAU,
Nassau, New Providence, December 23, 1861.

SIR: The steamer *Ella Warley* was engaged all of Saturday afternoon alongside the ship *Eliza Bonsall*, in taking from her, not salt, as I had been told she would, but cordage, gunny cloth, bale rope, and boxes apparently containing dry goods.

I have heard yesterday that the *Theodora* is at anchor at a place called Spanish Wells, some 33 miles from here, under the lee of the northwest end of the neighboring island of Eleuthera, and nearly opposite the Hole in the Wall. Of course, if I find that any transshipment of arms is going on between these two steamers and the *Gladiator*, or any other vessel, I shall change my plans accordingly, and not allow them to escape; but as yet I am sure no such transshipment has taken place, and I feel confident none can without my knowledge.

It may not be superfluous to mention that for a few days after our arrival people from these two rebel steamers got into several difficulties with the police and the soldiery, on which occasions they represented themselves as being officers of the *Flambeau;* but the difference is understood now, and the unfavorable impression done away with, since our officers have become known.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of cruise in search of C. S. S. Sumter

U. S. BARK W. G. ANDERSON,
Lat. 26° N., Long. 73° 40′ W., December 24, 1861.

SIR: I had the honor of addressing you last from Key West, under date of November 23. Since then we have returned to the Atlantic, where, under your orders, we have cruised in the track of the West India vessels, ranging from the latitudes of 29° to 20°, and longitudes 75° to 64°. We have boarded and spoken many vessels, but none of a suspicious character, and nothing of importance has occurred. From one of them we learn that the *Sumter* was at St. Pierre, Martin-

ique, on December 15, but escaped the *Iroquois*, which was watching that port.

The *W. G. Anderson*, since being ballasted, is quite another vessel, and is now all that could be desired. We shall probably touch at St. Thomas from 20th to 25th January, and until then shall cruise as before.

I have the honor to be, very respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant,
Commanding U. S. Bark W. G. Anderson.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Report of Commander LeRoy, U. S. Navy, commanding U. S. S. Keystone State, of arrival at Hampton Roads, Va., from Bermuda, with news of condition of affairs at that port.

U. S. S. KEYSTONE STATE,
Hampton Roads, Va., December 26, 1861.

SIR: I have to report the arrival of this ship under my command, at this anchorage, four days from Bermuda. The Department in its instructions assigned me the vicinity of Bermuda as my cruising ground until otherwise ordered by the Department. I trust, for the reasons below enumerated, the Department will approve of my departure from the order and my returning to the waters of the United States.

On Sunday, the 15th December, as I advised the Department on that day, I anchored in Murray Anchorage, Bermuda, and after communicating with our consul, Mr. C. M. Allen, proceeded to the naval anchorage, hoping to be enabled to fill there with coal, the pilot objecting to take this ship into the harbor of St. George, on account of her length, etc. On Tuesday, 17th, I called on his Excellency Governor Ord, and upon Vice-Admiral Sir Alexander Milne, commander-in-chief of the naval forces in the West Indies and coast of North America, the latter, whose flagship was anchored near me, having a residence on shore some distance from the anchorage.

On applying to the admiral for a supply of coal, he declined, saying his supply was not large or sufficient for his own vessels, and that I could obtain coal at St. George. Learning subsequently from the consul that he could obtain coal for me at St. George and that this vessel could enter that port, on Thursday, the 19th, I proceeded to St. George, and after a day or two negotiating found I could get no coal.

On Friday, the 20th, the royal mail steamer from Halifax arrived, bringing late news from England, and the following morning I received a communication from our consul, accompanied by a copy of the Royal Gazette extra, under date Bermuda, December 20, 1861.

The intelligence brought by the steamer, together with the marked unfriendly feeling exhibited in various ways toward the United States, and the openly expressed sympathy in words and acts on the part of the people of Bermuda toward that portion of our country now in insurrection against the legitimate authorities, induced me to believe my most proper course would be to put myself in communication with the Department, uncertain, too, how soon hostilities might commence, the impression of not only the civilians but of the military and naval men,

as expressed openly in conversation, being that war would be declared before many days between Great Britain and the United States unless our Government acceded to the demand said to have been made by the British Government, and the return of the rebel envoys, Messrs. Slidell and Mason, a demand I felt satisfied our Government would never accede to.

Satisfied no supplies would be furnished the ship by either the Government or citizens of Bermuda, surrounded by British cruisers ready for a declaration of war, my every movement closely scanned, a constant lookout kept by a Confederate agent, as I was informed, so that in the event of a suspicious vessel appearing she might be warned of my presence—on one occasion, while anchored near the dockyard, a person having gone some distance to sea to warn a steamer that was supposed to be a Confederate, but that proved to be a British cruiser—satisfied me that all sympathy was with the rebels; that while a rebel steamer could get coal, etc., from private sources we would be refused.

A message was sent to me through a private source, in return for some little act of kindness, that the pilots were directed, in the event of a rebel vessel appearing off the islands, to notify her of the presence of an American cruiser.

On Sunday forenoon, the 23d [22d] December, our consul, Mr. C. M. Allen, walked up to Fort George, the signal station, to ascertain what was in the offing, and on approaching that station was told by the sentinel that his orders were not to permit any American officer or citizen to be about there. Mr. Allen informed me he had frequently visited that spot before and even gone into the signal station. At the time of Mr. Allen's visit they were signaling a steamer to the southward and westward; the consul immediately came on board to see me, stating he thought there was something suspicious about, and though they soon after signaled her an American I deemed it a duty to proceed to sea at once and intercept her in the event of her proving to be an enemy, as I could have no control after she entered the port.

The consul accompanied me outside, and before he left I ascertained the approaching steamer to be the *Quaker City*. On repairing on board that vessel and communicating with Commanders DeCamp and Frailey, and after the consul expressed his views, those gentlemen concurred with me in the opinion it was my duty to return home and lay these matters before the Department at once. I had determined to have left St. George on the morning of the 23d, but the occasion referred to took me to sea on the 22d.

I regret to report the appearance of the smallpox on board while at Bermuda, the second case, a severe one, having been reported to me on Saturday night. I am satisfied if the presence of that disease had become known to the authorities it would have served as an excuse for peremptorily ordering me from their waters, and would have, in the event of my returning in a week or two, been used as a reason for prohibiting my entering their port at all.

On Sunday, the 23d [22d], Lieutenant William M. Gamble, U. S. Navy, reported for duty. I would state that the British naval officers were personally very polite and attentive. Immediately after my return from the *Quaker City* we parted company.

I am, sir, very respectfully, your obedient servant,

WM. E. LEROY,
Commander.

Hon. GIDEON WELLES,
Secretary Navy, Washington, D. C.

Seizure of the Danish bark Jorgen Lorentzen, December 26, 1861.

Report of Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, of examination of suspicious vessel Union, of Baltimore, and capture of Danish bark Jorgen Lorentzen.

U. S. SHIP MORNING LIGHT,
At Sea, December 26, 1861.

SIR: Since my last to you, under the date of the 23d, I have the honor to inform you that in pursuance of my instructions I am endeavoring to reach the line, but being now in the track of homeward-bound vessels, I am somewhat doubtful of my ability to do so. We are now in latitude 6° 45′ N. and longitude 37° 30′ W., and instead of having N. E. trades, which are usual at this season, we are becalmed, with frequent squalls of rain, and those vessels I have spoken report bringing the S. E. trades to 4° N. I yesterday boarded the ship *Union*, of Baltimore, Md. Her captain came on board of the *Morning Light* and asked me to escort him to the next U. S. ship that we might meet to the northward, as he represented the value of his ship and cargo at $350,000. I promised to escort him across the calms until he got the N. E. trades.

In boarding vessels I have given directions that the boat's crew shall question the crew of the vessel boarded, with the view of gaining information that can not sometimes be extracted from the quarter-deck. I boarded the *Union* myself in the evening and examined her papers casually, but found nothing suspicious; upon my return my coxswain informed me that he had a conversation with the second mate, who said that he overheard the captain of the *Union* declare that he hoped he "would be taken by a privateer, and that he meant to run his ship into a Southern port" if he could. Of course under these circumstances I judged it expedient to institute a more rigid examination. This morning I again boarded him and placed my first officer in charge of the deck, mustering his officers and crew upon the deck at the same time. I then, with Mr. Spear, third master, Mr. Blunt, acting paymaster, and clerk, went to the cabin with the captain. I reexamined his papers and feel fully satisfied that the ship was intended for New York when she left Shanghai. I then determined to investigate the truth of the reports brought me by the coxswain. I placed the third mate (who proved to be the party that was reported to have made the statements) upon oath; he denied them most emphatically, and as I was unable to elicit anything more bearing upon the captain's supposed intentions, I apologized to him for the injury that his feelings had suffered in being examined on board of his own ship, at the same time explaining to him that I should not have felt that I was faithfully discharging my duty unless I had held the examination.

I hand you herewith for your further information a copy of the proceedings on board, as taken by Mr. Blunt and verified by Mr. Spear, together with Mr. Giraud's (first master and executive officer) statement. I am, during this present writing, in chase of a bark, apparently bound in; should it prove to be an American vessel, I shall detain her long enough to send in this letter. The captain of the *Union* is strongly Southern in his proclivities, and I respectfully suggest that his conduct needs watching after his arrival; if his secession sympathies are nothing more than political opinions, he has been very indiscreet in their display abroad.

12 m.—I have the honor to inform you that my executive officer boarded the bark above referred to, which proves to be the Danish bark *Jorgen Lorentzen*, bound from Rio de Janeiro to Havana for orders.

I enclose herewith the ship's papers, and, if bound on an honest voyage, no injury is done to the owners of the vessel and cargo; but there is no doubt in my mind of their intention to run into New Orleans if possible. I have dispatched her to New York in charge of Mr. Giraud, acting master and executive officer on board my ship, and have put 7 men on board with him, taking out 7 of the crew of the vessel, whom I will dispatch to New York by first convenient opportunity. I also enclose a list of the men sent in with the vessel, and their accounts.

Hoping that my action in this matter will meet your approval, and that the cargo may be condemned as a lawful prize, I have the honor to remain,

Very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant,
Commanding U. S. Ship Morning Light.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from the Secretary of State to the Secretary of the Navy, advising reparation to Danish Government for detention of bark Jorgen Lorentzen.

DEPARTMENT OF STATE,
Washington, February 3, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 1st instant, with the accompanying extracts from the report of Acting Volunteer Lieutenant Henry T. Moore, commanding the ship *Morning Light*, relative to his proceedings in reference to the Danish bark *Jorgen Lorentzen*. In view of the place where that vessel was overhauled, those proceedings can not be justified. If the *Jorgen Lorentzen* had been met with near the coast of the United States and there had been reasonable cause to suspect an intention on her part to evade the blockade, it would have been the duty of the commander of the *Morning Light* to have warned her off by an endorsement on her papers, and if she had then attempted to enter a port of the United States her capture would have been warrantable.

The Danish Government will have reason to expect reparation for the injury in this case, and it seems to me that it would be preferable to anticipate a formal demand therefor. If you concur with me in this view, I would suggest that you name some person to act as commissioner on the part of the United States, for the purpose of assessing any pecuniary damage in the case, and I will request Colonel Raasloff, the chargé d'affaires of Denmark, to name a person on the part of his Government.

It has, however, been intimated to be me by Colonel Raasloff that the behavior of Lieutenant Moore toward the commander of the Danish vessel was unduly harsh and overbearing. Should this have been so, good policy would seem to indicate that he should in a signal manner be made sensible of the displeasure of his own Government.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD,
[*Secretary of State.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the Secretary of State, concurring in his opinion regarding the Danish bark Jorgen Lorentzen.

NAVY DEPARTMENT, *February 5, 1862.*

SIR: I have the honor to acknowledge the receipt of your communication of the 3d instant, in relation to the capture of the Danish bark *Jorgen Lorentzen* by the U. S. S. *Morning Light.*

The course of Acting Volunteer Lieutenant Moore is wholly inexcusable, and any damage that may have resulted should be repaired. There can be no objection to the appointment of a commission to make an assessment in the case, as suggested by you, and the Department would name Moses Taylor, esq., of New York, as a suitable commissioner on the part of the United States.

The *Morning Light* is now cruising, but will return in a few weeks, when Acting Volunteer Lieutenant Moore shall be made aware of the impropriety of his conduct. The Danish minister should be informed that Mr. Moore is not an officer in the regular Navy, but has merely an acting appointment for temporary service.

I am, sir, very respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Hon. WM. H. SEWARD,
Secretary of State.

Report of Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, stating reasons for seizure of Danish bark Jorgen Lorentzen.

U. S. SHIP MORNING LIGHT,
Brooklyn Navy Yard, March 6, 1862.

SIR: I have the honor to acknowledge receipt of your esteemed communication of 3d instant. In reply I beg to state that I had not the information in relation to the law of blockade that your letter affords me at the time that I seized the Danish bark *Jorgen Lorentzen*, and that before I decided to send her into New York as a prize, I carefully searched through the legal works put on board for my guidance and could find nothing that bore upon her case. Her charter party bound her to go to New Orleans if ordered there from Havana, under a penalty of £500 sterling. The port of New Orleans was blockaded at the date of the charter party, and no provision was made in that document to guard the captain against the contingency of its being blockaded when he might arrive at Havana. The mind of the captain of the *Jorgen Lorentzen* seemed to be relieved when told that I thought I should have to send him into New York. He stated that it was the wish of the owners of the cargo to have it go to New Orleans, and volunteered information in relation to an American bark that was to have sailed (ten days after he left Rio de Janeiro), under the Bremen flag, and with the same kind of papers that he had. His manner brought to my mind conviction that he felt himself relieved from anxiety in regard to his vessel, and, indeed, he stated that he was glad to go to New York direct.

In reply to the informal charge of harsh and overbearing conduct, I deny it most emphatically, and on the contrary assert that my conduct toward him was of the most polite and considerate nature, and that I even exceeded the necessities of the case by sending a polite invitation to the captain to come on board and take lunch with me. When he

came on board of the *Morning Light* I treated him politely, and when informed by him of a piece of rudeness on the part of one of my officers (a master's mate) I rebuked the officer and apologized to the captain. If further explanation is deemed necessary I respectfully ask to be ordered to Washington to explain in person, or that an inquiry be instituted into my conduct.

Very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant, Commanding, U. S. N.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau relative to the Gladiator and other blockade runners at Nassau, New Providence.

U. S. S. FLAMBEAU,
Nassau, New Providence, December 28, 1861.

SIR: I was glad to learn by the arrival of the U. S. S. *Santiago de Cuba*, on the evening of the 25th instant, that the Government and each vessel of the Atlantic Blockading Squadron had been notified of the condition of affairs at this port up to the time of the *Karnak's* departure for Havana, on the 16th. I was further gratified by Commander Ridgely's approval of my course here, after having communicated to him all that had occurred since that date. The *Santiago de Cuba* having put in here, ostensibly for coal, went to sea again on the afternoon of the 26th, nominally bound to Key West, but really to warn the Gulf Blockading Squadron of the condition of affairs here. I have remained forty-eight hours longer, partly to give Commander Ridgely that much start of the possible departure of the *Gladiator*, and partly to be consistent with many things I have been obliged to say as to my intentions and wants; but it was the opinion of Commander Ridgely, as well as my own, that, under the changed aspect of affairs, it was better for me to get to sea soon, and I therefore leave to-day, also for Key West to take in coal, but with other intentions, which will appear presently.

In the first place, I know it has been several times under discussion in the executive council whether this vessel should not be ordered away from this port; and I have good reason to believe that the patience of the colonial authorities would become exhausted in a few days more, and that nothing but a little diplomacy has hitherto saved us from being sent away.

Again, the fact of my lying here and watching the *Gladiator* (although compelled to do so in order to render my vessel seaworthy, and on account of my illness) might, in case we followed her out and captured her, render the seizure illegal; in which case the Government would not only have to disavow my acts, but also make restitution and reparation.

Still, again, I have information that it is in debate with those who have control of the *Gladiator's* movements whether to transship her cargo to smaller vessels in case of further detention by our presence, or to make a dash herself; in which last case I am advised of the route she will take, and, even if she should escape capture by this vessel, it seems next to impossible that she should elude the other United States cruisers on the coast.

Now, it is clear to my mind that we have delayed her departure from this port for fifteen days past, and in the meantime notice has been given to the blockading squadron, and it would evidently be bad policy either to force her to divide her cargo among several smaller vessels, or to allow this vessel to be forbidden any further entrance into Nassau. I have therefore decided to take measures to "intercept and capture her," according to my instructions, in case my information regarding her intended route should prove correct.

The steamer *Ella Warley* has nearly completed loading, and although there are several articles in her assorted cargo (such as lead) that can be used for warlike purposes, yet the general character of it is such that no presumption of contraband would be tenable. There was quite an ostentatious display of the passage of muskets this morning from the ship *Eliza Bonsall* to her, but I am convinced that there were not a dozen in all, and that they were passed back again out of our sight and again displayed, so as to create the impression that they numbered many more. I think it better, therefore, that this vessel should be captured while attempting to run the blockade, rather than by us, before her intention to do so becomes clearly manifest.

It is perhaps worthy of remark that H. B. M. S. *Steady* went to sea on the afternoon of the 26th, about three hours after the *Santiago de Cuba;* that she returned off the bar about midnight, and exchanged signals with H. B. M. S. *Bull Dog;* and finally that she came in and anchored at noon of yesterday, when the *Bull Dog* went out in her place and is still cruising in the offing, apparently under sail alone.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of arrival at St. Thomas, West Indies.

U. S. S. QUAKER CITY,
Island St. Thomas, West Indies, December 28, 1861.

SIR: I have the honor to report my arrival in this port yesterday in four and a half days from Bermuda, off which port I communicated with Commander LeRoy, of the *Keystone State*, and placed on board of that vessel Lieutenant William M. Gamble, who had been directed for duty as her executive officer.

We have arrived here at an unfortunate period of time (Christmas holidays) to expedite coaling operations to continue our cruise, as laborers will not work; but as the *Iroquois* is absent on a cruise and is not expected here for several days yet, I presume the *Quaker City* will be in a state of forwardness to proceed on a cruise in a very short time after her arrival. Nothing certain is known of the movements of the *Sumter* since the boarding of the *Montmorenci.*

The speed of the ship has not met with my expectations, as at no time since leaving New York has she accomplished over 10 knots per hour. Her starboard forward boiler commenced leaking (a rivet having blown out a few hours after leaving New York), producing considerable inconvenience to the crew on the berth deck by escape of steam, but

which has, in a measure, been remedied temporarily and now occupies the attention of the engineer. Since steam has been discontinued two additional holes have been discovered in the same boiler, but which Mr. Farrer, chief engineer, believes can readily be repaired.

The expression of my opinion as made known to you in my letters of the 11th and 14th instant as to the incompetency of the three acting masters detailed for duty in this ship has been fully realized, not one of them being capable of performing the duties which necessarily devolve upon them.

The ship being found deficient in many necessary articles, I have deemed it proper to supply the deficiencies, which will, of course, diminish the funds in the paymaster's hands, and would respectfully request that authority may be given me to replenish our means by bills or otherwise, as the Department may deem proper.

I am, sir, very respectfully,

JAMES MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the Secretary of the Navy to Commander LeRoy, U. S. Navy, commanding U. S. S. Keystone State, approving his course in returning to the United States.

NAVY DEPARTMENT, *December 30, 1861.*

SIR: I have received your communication of the 26th instant, reporting your arrival at Hampton Roads with the *Keystone State*, having deemed it prudent, for reasons stated, to return to the United States and communicate with the Department. Your course is approved. As soon as the smallpox disappears from the *Keystone State* and she is ready to proceed to sea you will inform the Department and await its orders.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander WM. E. LEROY, U. S. Navy,
Commanding U. S. S. Keystone State, Hampton Roads, Va.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, relative to blockade runner Gladiator.

[U. S. S. FLAMBEAU],
AT ANCHOR ON THE BAHAMA BANKS,
Lat. 23° 5′ N., Long. 78° 1′ W., January 1, 1862.

SIR: The information I received before leaving Nassau, as to the intended movements of the *Gladiator*, came to me from such a source that I placed full reliance upon it, and was to the effect that she would get under way openly, and if this vessel followed her out, would go around the northern and eastern sides of New Providence Island, into

Cochrane Anchorage, taking care to keep always within 3 miles of the shore. The pilot I had engaged had already been frightened, cajoled, and bribed by the *Gladiator's* people into refusing to go with me, and had been offered $1,000 to take that vessel out and over the banks; and as we could obtain no other, it was not expected that we could follow her in there, even if I were willing to subject myself to the indignation of the authorities by such a course. While, therefore, I was expected to be at a loss what to do next, she was to choose a favorable opportunity and run through to the tongue of ocean, past the southern side of the island, and so down to Washerwoman's Cut and across the Banks into the Old Bahama Channel, and, of course, into the Gulf of Mexico.

Even if I discovered this movement and gave chase, it was reckoned quite correctly that I would be unable to follow on through such intricate and shallow channels, but would have to come first around the western end of New Providence, and then through one of the deep channels at the bottom of the tongue of the ocean, by which means she would get at least 60 miles the start of us. I therefore gave out that it had become necessary for us to go to Key West for coal, and by starting at noon and at low water of the 28th I prevented her, so far as possible, from getting to sea on the same day, for she was not only moored with two anchors to the bows, but had the stream anchor out for a stern mooring, to prevent her swinging to the tide and grounding, and from my observation of their manner of working I am confident they could not get out for at least twenty-four hours. We had passed Stirrup Cay by sunset (and, I hope, were so reported at Nassau), and crossed the banks on a S. W. and S. S. W. course during the night, having not less water than 2 fathoms.

At 4 a. m. of the 29th, and while still steering to he southward and westward, we passed a brig at anchor abreast of Orange Cay, probably waiting for daylight to run to the westward, and again I hope we were so reported. After that wealtered the course and reached this anchorage without seeing any land or vessel.

In laying my plans I have given the captain of the *Gladiator* credit, without knowing him, for at least as much intelligence and experience as I have myself. I therefore reckon upon his waiting at Nassau until the bad weather attending the new moon which is now upon us shall have passed away, when, I suppose, he will take some small craft in tow, and on arriving at about latitude 23° 15′ N. and longitude 77° 45′ W. will send the pilot back, and stand on nearly for the spot where we are waiting for him. It is not improbable, however, that, no longer having the fear of our immediate pursuit, he may run through one of the deep channels at the bottom of the tongue of ocean and leave his pilot on Lobos Cay, where there is a light-house. I was led to this last supposition by seeing yesterday a vessel passing, about 10 miles distant from us, to the southward and eastward, which looked very much like the light-house tender that we left in Nassau, and I am prepared to believe in any amount of complicity between the authorities of Nassau and the *Gladiator's* people. I doubt if she discovered us, unless (as is unusual with such vessels) she had a lookout aloft expressly for the purpose. But it is impossible for this vessel alone to guard all the avenues of escape, and I can only select that one which, in my judgment, promises the best chance of success.

If there were another United States vessel stationed about 40 miles southeast of us I should feel pretty confident of intercepting the *Gladiator;* but now, whichever course I pursue, I think the chances of escape

are rather in her favor. I shall remain in this vicinity all the rest of this week, and then go to Key West for more coal.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, of cruise from December 23, 1861, to January 3, 1862.

U. S. S. SANTIAGO DE CUBA,
Key West, January 3, 1862.

SIR: I wrote to the Department on the 21st December from Port Royal, S. C., where I had been to communicate with Flag-Officer Du Pont. He ordered me to proceed to Nassau, New Providence, and find out the facts in relation to the letter of Consul-General Shufeldt, and communicate them to the Department. I left Port Royal on the 23d December, and arrived at Nassau on the evening of the 25th December. I saw there Lieutenant Commanding Temple, of the *Flambeau*, and the U. S. consul. They informed me they had written fully to the Department everything that had taken place at Nassau, three days previously, by the English steamer to New York. I called the next day on the governor and commander of the forces, and omitted none of the courtesies of the harbor. The *Santiago* drew too much water for the harbor and grounded at low tide. I left the next evening, and having some repairs to make to the engine, came here. I wrote to the consul at Havana that I could be found here, with which port there is almost daily communication.

The engine will be ready to morrow, when I shall leave to cruise off the north side of Cuba and in a line with Tortugas and Cedar Keys.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of Navy, Washington, D. C.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, from St. Thomas, West Indies, of intention to cruise in search of C. S. S. Sumter.

[U. S. S. QUAKER CITY,]
St. Thomas, West Indies, January 3, 1862.

SIR: I had the honor to inform you, on the 28th ultimo, of my arrival in this bay the day previous, in eight and one-half days from New York, via Bermuda, at which latter port I communicated with Commander LeRoy, commanding steamer *Keystone State*, and placed on board of her Lieutenant W. M. Gamble, who reported for a passage the day previous to my leaving New York, and in which letter I detailed the difficulties attending the supplying of this ship with coal and other supplies at this period of the Christmas and New Year's festivities. Since then I have taken on board 184 tons coal and a quantity of water, with other necessary supplies, besides making repairs both to woodwork as well

as to boilers, and am now awaiting the arrival of Commander Palmer in the *Iroquois*, which vessel has been absent from St. Thomas nineteen days on a cruise, her destination unknown to anyone here, but which vessel is daily and hourly expected.

Nothing has been heard from the *Sumter* since she boarded the American ship *Montmorenci*. The general opinion appears to prevail here that she has shifted her quarters to a more northern latitude. Immediately upon the arrival of the *Iroquois* I will depart on a cruise; even earlier should her arrival be delayed beyond the 6th instant, as the consul represents she had but twenty-five days' provisions on board at the time of her departure from this port. Be pleased to transmit at an early period authority to draw bills on the Government, with copies of drafts, such as are authorized by the Navy Department, as the expenses of the ship must necessarily be heavy during her stay in this vicinity and the funds on hand amounting only to a small sum. I am gratified in adding that the officers and crew continue to enjoy very good health.

I am, sir, very respectfully, your obedient servant, etc.,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, to report for duty to Flag-Officer Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron.

NAVY DEPARTMENT, *January 3, 1862.*

SIR: I herewith enclose a duplicate of the Department's letter of the 31st ultimo, acknowledging the receipt of your several dispatches and approving of your course generally.

The Department has decided to withdraw the *Flambeau* from her present services. If circumstances are such that, in your judgment, you can prudently leave Nassau, you will proceed with the *Flambeau* to Port Royal, S. C., and report to Flag-Officer Du Pont as a part of the squadron under his command. Should you not feel able to continue longer in your present command, Flag-Officer Du Pont will assign an officer to the *Flambeau* and you can return home by the first opportunity offering from Port Royal.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Lieutenant WM. G. TEMPLE, U. S. Navy,
Commanding U. S. S. Flambeau, Nassau, New Providence.

Report of Captain Glynn, U. S. Navy, commanding U. S. ship Macedonian, of arrival at Boston, Mass., from St. Thomas, West Indies.

U. S. SHIP MACEDONIAN,
Navy Yard, Boston, January 6, 1862.

SIR: I sailed with the *Macedonian* from St. Thomas, West Indies, on the 3d of last month, and the ship is now (at 3 p. m.) being secured at the navy yard wharf.

There was no occurrence of any particular interest upon the passage beyond that of the unusual peril and suffering of everyone on board after passing, on the 23d December, the parallels of Nantucket and Georges Shoals, in consequence of the continued gales and the extremely cold weather during most of the time since then.

I am, very respectfully, your obedient servant,

JAMES GLYNN,
Captain.

Hon. GIDEON WELLS,
Secretary of the Navy, Washington, D. C.

Report of Commander DeCamp, U. S. Navy, commanding U. S. S. Iroquois, of assuming command of that vessel at St. Thomas, West Indies.

U. S. S. IROQUOIS,
St. Thomas, West Indies, January 7, 1862.

SIR: I have the honor to inform you that, in obedience to your order of the 14th ultimo, I took passage in the U. S. S. *Quaker City*, and that on the 7th instant, at St. Thomas, we fell in with the U. S. steam sloop of war *Iroquois*, and that on that day I relieved her commander of the command of that vessel, as authorized by your order of the 14th ultimo.

I am, sir, very respectfully, your obedient servant,

JOHN DECAMP,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Captain Glendy, U. S. Navy, commanding U. S. S. Saratoga, to leave Africa and cruise for protection of commerce.

NAVY DEPARTMENT, *January 7, 1862.*

SIR: The Department has decided to withdraw the *Saratoga* from service on the southwest coast of Africa, and directs you to proceed north with that vessel and cruise amongst the Western Islands principally. Occasionally you will touch at Madeira, the Canaries, Gibraltar, Cadiz, and Lisbon, communicating with our representatives at those places. You will be vigilant for the protection of American commerce against the piratical cruisers of the rebellious States. Keep the Department advised of your proceedings and movements. I have this occasion to acknowledge the receipt of your letter of October 30, written at St. Helena.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain WM. M. GLENDY,
Commanding U. S. S. Saratoga, West Coast of Africa.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, of cruise from December 29, 1861, to January 7, 1862.

U. S. S. FLAMBEAU,
Key West, Fla., January 7, 1861 [1862].

SIR: I have to report that having waited six days on the banks, and during that time having been sighted by several vessels, I deemed it highly improbable that we would capture the *Gladiator* by remaining longer; and, as our coal was nearly exhausted, we started for this place on Saturday night, the 4th instant, and arrived here yesterday morning.

On our arrival, Commander Swartwout directed me to tow the storeship *Nightingale* to sea, as she had been ready and windbound for four days, and as it was important she should get off. That duty having been performed we returned in the afternoon and made arrangements for immediate coaling. The coal vessel is alongside of us now; and so soon as we are filled up I shall start for Nassau, to get the mail by the *Karnak*, and from thence (unless otherwise ordered or diverted by circumstances) I shall visit every port in the Bahamas where this vessel can get in.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from Commander DeCamp, U. S. Navy, commanding U. S. S. Iroquois, to the Assistant Secretary of the Navy, giving an account of the movements of United States vessels in the vicinity of St. Thomas, West Indies.

U. S. S. IROQUOIS,
St. Thomas, West Indies, January 8, 1862.

DEAR SIR: Frailey became so anxious to go to sea that I consented that he go on Monday, the 6th, provided the *Iroquois* did not come in by that day, to be gone from off this harbor four days, then to return within signal distance with our consul. The *Iroquois* came in on Sunday morning, and Tuesday, the 7th, I relieved Palmer of his command, and the same day Frailey went to sea, bound east, we having established a mode of communication (to be left at the various islands) by which each can know with tolerable certainty the movements of the other, as well as any information essential for us to know. No reliable news can be had of the *Sumter*, but Palmer thinks that she is now cruising east of Barbados and that she will return to Martinique in about twenty days from this time. Therefore Frailey's cruise east, and by the time that it will be necessary for him to return to St. Thomas for coal this ship will have relieved him, as it were, and failing to accomplish the particular object we have in view, a new course will be adopted which will insure a thorough search of the West Indies, the particulars of which you will be informed by the first safe conveyance. Not a soul knows or will know where I am going. Spies are here disguised as Down East Yankees. Dinners and breakfasts are lavished upon us, beds, etc., are at our disposal, but none of them have I accepted. When I sail from here the U. S. consul alone will

know where we are going. I am well satisfied that the *Sumter* is not on the coast of Cuba, San Domingo, or Porto [Puerto] Rico. She may be to leeward, but I doubt it.

Having disposed of the *Sumter*, I will touch upon coal and our facilities here for obtaining it. Mr. Ball (an Englishman) owns the dock on which our coal is stored. Our coal is placed as far from the dock as possible, while his coal (Pitston coal) is stowed immediately at the landing.

Mr. Ball has a big pile, I should say 2,000 tons. Mr. Ball is a merchant and probably has an eye to a small profit, say 500 or 600 per cent. This coal is clearly meant for our use, and in the event of war with England, Mr. Ball, being a loyal subject of Great Britain, would not sell his coal to an enemy; nevertheless, I think the coal could be had, probably from a Frenchman here, or a Dane might sell it to us, but the price would be English. All hands here think that we are in for a war with J[ohn] B[ull], and at this coal yard every obstacle is thrown in our way, except by the person who delivers it; he is civil enough, but we are not allowed to make a hawser fast to either of the neighboring wharves, and only allowed to haul to Ball's wharf by a written order. This shows a hostile feeling to us generally, but all the negroes are our strong friends, and the Danish authorities are with us if they dare. Already there is talk of England taking possession of these islands in the event of a war with the United States, and if they should do so our chance in the West Indies would be but small. There would only remain to us friends in San Domingo and on the Spanish Main, where harbors are not fortified, and our ships taking refuge there might receive the same welcome and similar protection afforded the *Essex* at Valparaiso, the *Armstrong* at Fayal, and the *Lerant* at Porto Praya. I suggest that some other arrangement be made here for the receipt and delivery of our coal, and that myself or the senior officer on this station make the arrangement. I know that we are paying an awful price for but small accommodation; I think I can make a more satisfactory arrangement if authorized to do so.

In conclusion, I will inform you that the moment the engine is ready for operation (the 16th, they say), we will be off the harbor of St. Pierre on the 18th or 19th to meet the *Quaker City*, when our future track will be decided upon. Pray excuse me for boring you with private letters, but I can only afford to write public dispatches on special occasions.

Very truly,

JOHN DECAMP.

G. V. FOX, ESQ.,
Assistant Secretary of the Navy, Washington City, D. C.

P. S.—The English are sending out Armstrong guns for their vessels here.

Letter from the Secretary of the Navy to Flag-Officer Bell, U. S. Navy, commanding Pacific Squadron, regarding a rumored project to fit out a privateer to prey upon commerce in Pacific Ocean.

NAVY DEPARTMENT, *January 8, 1862.*

SIR: I enclose for your information a copy of a communication, dated December 3, 1861, received by Mr. R. B. Forbes, at Boston, from Mr.

C. Ward, jr., at Valparaiso, relative to a movement thought to be on foot, by parties interested in the rebel cause, to fit out a privateer in some port on the Pacific coast to prey upon our commerce in that ocean. The writer of the communication is a man of character.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Flag-Officer CHARLES H. BELL,
Commanding Pacific Squadron, Panama, New Grenada.

[Enclosure.]

VALPARAISO, *December 3, 1861.*

DEAR SIR: My object in writing results from a love of country, home, and our glorious Union. I deeply regret our revolutionary misfortunes, and with a desire to serve my country I write to you upon a matter which has come to my knowledge within a few weeks. In casual conversation a short time since with a rank secessionist, who did not recognize me as an American, I learned that an attempt would soon be made to fit out a privateer for this coast from one of the ports on the Pacific side; that he was expecting some guns from Europe, for which provision had been made. He took with him to the North a box of Colt revolvers, which I saw, and reported that he was to return for muskets and rifles as soon as all was prepared. At first I thought it was mere brag, but I have since seen several Peruvians who have given me information to confirm this account. I think it can be easily done. There are islands where prizes can be taken. Having been a long time on this coast I shall be glad at any time if I can do anything for my country within the power of a true Unionist, free of any charge.

C. WARD, JR.

R. B. FORBES, Esq.,
Boston.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of arrival at Southampton, England, and of the presence of the C. S. S. Nashville at that port.

U. S. S. TUSCARORA,
Southampton, January 9, 1862.

SIR: I have the honor to report that on leaving the United States I decided to touch at Fayal, that I might be enabled to take in coal there, and also that I might, on the way from that place to England, be in the track of any vessels outward bound to the Southern ports.

My passage has been of almost constant storms, but I reached this port yesterday, and am glad to find that the *Nashville* is in port. She is ready for sea and had steam up when I arrived.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, of cruise from September 23, 1861, to January 10, 1862.

U. S. SHIP INO,
Boston, January 10, 1862.

SIR: I have the honor to inform you that I arrived at this yard to-day with the U. S. ship *Ino* under my command. I confirm my letter of December 6 to the Department, per schooner *Northern Belle*, bound for Boston, and placed on board latitude 21° 21′ N., longitude 59° 59′ W., which I trust has duly come to hand, failing which, I enclose duplicate. In obedience to the original sealed orders of the Department, dated September 23, I have cruised in the latitudes prescribed, and, to the best of my discretion, carried out the requirements of the Department, and returned to Boston for water, provisions, and ballast, and await further orders. My requirements can be supplied, if necessary, in thirty-six hours.

I regret to state the death of Benj. S. Clontman, landsman, on the 18th ultimo, by a fall from the fore royal yard. His account will be duly forwarded.

I regret to reiterate my statement, as contained in my letter of the 6th ultimo, as to the incompetency of Acting Masters Charles Endicott and F. J. Dunton. I earnestly request they may be detached from the ship and others more competent ordered. I am happy in stating that this ship fully justifies the expectations in regard to her as to stanchness, sailing qualities, and adaptability to the service required. She carries her battery well, in no way affecting her strength or fastenings. Trusting the Department may approve my course in my novitiate in the U. S. Navy,

I am, respectfully,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding Ino.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Letter from U. S. minister to England to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, enjoining prudence while within the jurisdiction of a neutral power.

LEGATION OF THE UNITED STATES,
London, January 11, 1862.

SIR: I have to acknowledge the receipt of your letter of the 9th instant, by the hands of Midshipman Johnson.

It gives me great pleasure to learn the object of your visit. The protection of American commerce in these waters is becoming a matter of the first necessity. At the same time I feel it my duty to enjoin upon you the greatest caution and prudence, in avoiding any just ground of complaint against the Government of the United States, whilst you are within the jurisdiction of a neutral power. Already I have received a representation from her Majesty's principal secretary of state for foreign affairs in respect to the alleged landing of some of your men to watch the *Nashville*, and a request that I would warn you from doing any acts that might lead to a collision with the authorities of this Kingdom or with other parties within this jurisdiction. The importance of attend-

ing to this is doubtless so thoroughly understood by you as to render further notice of it superfluous.

I regret also to inform you that the Government will adhere to the established rule of international law, which does not permit the armed vessels of two so-called belligerents to leave the same neutral port within twenty-four hours of each other. The meaning of this is that if you should sail first, the *Nashville* can not leave until twenty-four hours have elapsed, and just so if the respective times of departure were reversed. This is agreeable to the rule and must therefore be submitted to.

I am likewise bound to let you know, from information received from Paris, that there are projects afloat of combining the movements of four or five steamers under the Confederate flag, to wit, the *Sumter*, the *Nashville*, the *Bermuda*, the *Pacific*, and possibly one more. I give you this notice in order to prevent your being surprised, although I do not believe much will come of it. The telegraph can keep you informed of their respective positions. I understand the *Bermuda* has sailed from Havre, but I am not quite sure of the fact. You have the *Nashville* and the *Pacific* under your eye.

I trust that the Government has sent out some other vessels to cooperate with you in this important duty.

I am, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Captain T. AUGUSTUS CRAVEN, U. S. Navy,
Southampton.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to C. S. S. Nashville, at Southampton, England, enclosing correspondence on the same subject.

U. S. S. TUSCARORA,
Southampton, January 13, 1862.

SIR: I have the honor to report to you that I arrived at this place on the 8th instant, and sent you a letter by the mail of the next day informing you that I had found the *Nashville* in port.

The pirate steamer is ready for sea and is lying at the docks, about a mile from which I have anchored; there being two outlets to this port, I can only keep watch for the vessel by lying at anchor inside.

Immediately on my arrival I made arrangements for a surveillance over the movements of the pirate by sending on shore an officer and three men, who were to give me notice by signal should the *Nashville* start at night; by some indiscretion the party attracted attention, and were sent off by the authorities. To enable me to keep my boats and men constantly on board, I hired a pilot boat to attend the ship, and on the second night I stationed that pilot boat on the lookout; this also was discovered and objected to.

On the 10th I received from the captain of the guard ship a notification that I would be required to observe that portion of international law which forbids the sailing of one belligerent cruiser within twenty-four hours of the departure of another from a neutral port, and on the following day I was visited by Captain Patey, royal navy, senior officer of the port, who gave me a second communication to the same effect. It being impossible to deny the force of a doctrine which had its origin in our own courts, I of course yielded the point, and finding that my

guard boat had also given offense, I agreed to withdraw it, and give no cause for complaint. I enclose you copies of the notes which passed.

You will thus perceive, sir, that it will not be difficult for the *Nashville* to escape me during any dark and stormy night; my only chance rests in my being underway before she can pass me. With this end in view, I have steam constantly ready and slip ropes on my chain, having enjoined the utmost vigilance on my officers and crew. I trust we will be enabled to prevent this pirate from leaving the port.

I am informed by Mr. Adams that the rebels have conditionally purchased the steamer *Pacific*, now lying here, to be delivered at Nassau, and will endeavor to possess myself of all of the facts.

I must urge upon the Department the necessity for sending here another steamer as early as practicable; the two outlets could thus be most effectually guarded.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

H. M. SHIP DAUNTLESS,
Southampton, January 10, 1862.

SIR: Having observed preparations for departure in the U. S. S. *Tuscarora*, under your command, and also in the C. S. S. *Nashville*, I beg to acquaint you that I have received instructions to prevent any hostility taking place in British waters, and I beg to bring to your notice the usual laws of nations which require that twenty-four hours should elapse before the departure of one belligerent ship in pursuit of the other.

Relying upon your good judgment in this matter and the friendly feeling existing between the two Governments,

I have the honor to be, sir, your most obedient servant,

J. A. WILLCOX,
Captain.

Captain CRAVEN,
Commanding U. S. S. Tuscarora.

U. S. S. TUSCARORA,
Southampton, January 10, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this evening.

I am not aware that I have given any cause for your assuming that I meditate an act of hostility in the waters of Great Britain. Claiming the right of free access to and egress from the waters of a nation believed to be in amity with the United States, and sincerely desirous of avoiding all semblance of offense,

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Captain J. A. WILLCOX,
Commanding H. B. M. Ship Dauntless.

Immediate.]

ADMIRALTY OFFICE,
Southampton, January 11, 1862.

SIR: I have the honor to acquaint you that I have received orders with respect to the ship under your command and the *Nashville*, to detain one vessel until the other has had twenty-four hours' start.

I am, sir, your most obedient servant,

CHAS. G. E. PATEY,
Senior Officer, Port of Southampton.

The CAPTAIN U. S. S. TUSCARORA,
Southampton.

U. S. S. TUSCARORA,
Southampton, January 11, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this date.

You may rest assured, sir, that I will strictly observe all the laws by which international intercourse is regulated, and will not depart from this port within twenty-four hours after the sailing of the pirate *Nashville*.

I shall expect of you a strict impartiality in the matter.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Captain CHAS. G. E. PATEY,
Commanding H. M. S. Victory,
Senior Officer of the Port, Southampton.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Pacific Ocean, of intended departure from Panama for San Francisco.

U. S. FLAGSHIP LANCASTER,
Bay of Panama [Panama Bay], January 13, 1862.

SIR: I have the honor to inform you that I will sail from this port for San Francisco on the 16th instant. The *Lancaster* has been anchored at Panama since July 29, 1861, nearly six months. The health of the crew has been impaired by so long a stay in a tropical climate, and the ship requires a general overhaul. She seems to be sound, but her decks leak badly and require, with her sides, from the copper up to the rail, a thorough calking. I have been informed that she has not been calked since she was first put in commission. The crank of her engine is cracked, and we do not know at what moment it may give way. The new one has been on board several weeks, but can not be put in place until we arrive at Mare Island, Cal.

Everything is quiet here, and has been for some time past, but so little reliance is placed in the government of the country that there is constantly a feverish excitement, which produces a desire on the part of the inhabitants to keep as many armed ships here as possible. Another inducement is the advantage to certain parties who supply the ships with what they require, and it is principally by them, although not altogether, that this state of feeling is kept up.

I shall leave here the *Cyane*, Commander Bissell, who will soon be

joined by the *Wyoming*, Commander McDougal. H. B. M. S. *Tartar* is also in this harbor. On my way to San Francisco I shall stop at Acapulco, and probably at some other of the intermediate ports, but as I am anxious to have the ship in proper order for service, I shall make as little delay as possible.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander DeCamp, U. S. Navy, commanding U. S. S. Quaker City, of preparations for cruising in obedience to orders.

U. S. S. IROQUOIS,
St. Thomas, January 14, 1862.

SIR: On the 7th instant I had the honor to inform you that I had relieved Commander Palmer of the command of this ship.

Since the arrival of the *Iroquois* at this place on the 5th instant the engineers have been constantly at work on the boilers and engines. By the evening of the 15th they will be in good working order, when we will leave here on a cruise to the eastward as far as Martinique, off which island I expect to meet the steamer *Quaker City* on the 18th or 19th instant, when Commander Frailey and myself will agree upon a plan of operation which may appear best calculated to carry into effect the instructions we have received from the Navy Department.

I am, sir, most respectfully, your obedient servant,

JOHN DECAMP,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, relative to blockade runner Gladiator.

U. S. S. FLAMBEAU,
Nassau, New Providence, January 15, 1862.

SIR: I have to report our return to this place on yesterday. The vessel was coaled on the 7th and 8th at Key West. In the meantime I learned from vessels direct from this place that the *Gladiator* was still here on the 3d, and had made no demonstration of leaving up to that time; and, as I judged it probable that the same blustering weather we had experienced at Key West would extend to this region, and would necessarily prevent a vessel of her draft from crossing the bar, I determined to wait there until it moderated, in hopes that we might happen to leave Key West at the same time that the *Gladiator* would leave here, and so perhaps meet her about halfway, when, of course, all doubts as to the legality of her capture arising from our previous relative positions would disappear. With this view I remained until Saturday morning, the 11th, but, contrary to my expectations, the weather, after we got to sea, came on worse than before, and that even-

ing we anchored on the coast of Cuba at a place marked on the charts "Bahia de Cadiz Cay."

The next morning proved fine, however, and, still reckoning upon the *Gladiator's* coming out through the tongue of the ocean by the route indicated in my letter of the 1st instant, we ran across the southern part of the banks that night, and reached the deep channels leading into the tongue of the ocean at noon of Monday, the 13th; passed through Queen's Channel and, as a last chance of intercepting her, anchored at dark about 50 miles south of this in latitude 24° 27′ N. and longitude 77° 12′ W. But on our arrival yesterday I learned that the *Gladiator* had gone down, some 10 or 12 miles from here, to Cochrane Anchorage, on the 7th instant, and that she is still there. It is possible that she is transferring her cargo to smaller vessels, and at the same time, perhaps, taking in ballast, in order to preserve the same appearance and draft of water; but if this is so it must be done at night, as several persons interested in detecting such a movement have failed to discover it, and I can hardly suppose that the local authorities would dare to compromise themselves by a complicity with such a proceeding, which they could not avoid if it were done openly.

I have called upon the authorities here, and fancy I can see a marked and favorable change in their tone of feeling since I first met them—a change mainly due, no doubt, to the action of our Government in regard to Messrs. Mason and Slidell, but also, in a measure, to the conduct of those attached to this vessel; and I have deemed it would meet with the approval of the Department to encourage this friendly disposition still further by an offer of our services to go down to Rum Cay to the assistance of H. B. M. ship *Conqueror*, of 101 guns, which has been wrecked there. Commander McKillop, R. N., commanding H. B. M. S. *Bull Dog*, to whom I made the offer, was duly sensible of its import, but thought it would not be in our power to render any assistance. He has started this morning for the second time to go there, and the gunboat *Steady* is also there; besides which they have sent to Bermuda and Havana for more of their own vessels.

Respectfully,

[WM. G. TEMPLE,
Lieutenant, Commanding.]

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, of intended departure for Port Royal, S. C., in obedience to orders.

U. S. S. FLAMBEAU,
Nassau, New Providence, January 16, 1862.

SIR: I have to acknowledge the receipt of your letter of December 31, "approving of my course generally," but no other official letters reached me. I learn, however, from my private correspondence that, considering the excited state of public feeling, the Department thought it injudicious to keep a vessel at Nassau for the present, and that I had been ordered to proceed with the *Flambeau* to Port Royal and report to Flag-Officer Du Pont for duty in his squadron.

So far as regards the effect produced by our presence upon the people of this place I am encouraged to believe that it has thus far been highly beneficial, but I can readily understand that in England it might be

viewed otherwise. I am also of opinion that we have already accomplished the purposes of the Government in sending us out, to the extent of our ability; and that a longer stay among the Bahamas, now that our opponents have had time for reflection, would but betray our inability to prevent their traffic with the rebel States.

I am satisfied from our own observations that the *Gladiator* is transshipping her cargo into schooners and other small vessels, and I shall hope to pick up some of them on the way over. At the same time, as it is possible that my conclusions are hasty and incorrect, I shall remain a few days longer to watch her operations.

In view of these considerations, therefore, I have decided to leave here for Port Royal on Sunday, the 19th, and I trust this step will meet with the approbation of the Department.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Should the Department deem it expedient to order the new cogged wheels for our windlass, as I requested in my letter of the 5th instant, would suggest that they be sent to Port Royal instead of to this place.

Respectfully,

W. G. T.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, transmitting correspondence regarding offer of assistance to H. B. M. ship Conqueror.

U. S. S. SANTIAGO DE CUBA,
Havana, January 17, 1862.

SIR: I have the honor to report that the *Santiago de Cuba* left Key West on the 4th of January and cruised off the Colorado reefs and in line between the Tortugas and Cedar Keys. On the 9th of January at sundown we arrived here. A few minutes after coming to anchor I was informed that H. B. M. ship of the line *Conqueror* was aground at Rum Cay, and that one of her officers had reached Havana that day to procure a steamer. I immediately went on shore and informed the U. S. consul-general that I was ready, and would cheerfully go to her relief at once. We called together on her British Majesty's consul-general and made the offer. He declined the services of this steamer in consequence of the length of time the *Conqueror* had been on shore, and the assistance which had probably reached her from Nassau and Bermuda. At the termination of the interview with the British consul he suggested I should put my offer in writing. I enclose the correspondence which passed between the two consuls and myself.

The trade from Havana to the States in rebellion against the Government has declined considerably in consequence of the vessels being captured or driven on shore by the blockading squadron. Small English schooners clear for Matamoras with coffee, which finds its way into Texas.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. SANTIAGO DE CUBA,
Havana, January 9, 1862.

SIR: I have just heard, on my arrival here, that H. B. M. ship *Conqueror* is ashore on one of the windward reefs and that one of her officers is here to procure a steamer. Please offer to Mr. Crawford, her British Majesty's consul-general, the services of this steamer to proceed at once and render all the aid and assistance in our power.

I will keep steam up until I hear from you and will leave at daylight to-morrow morning if the services of the *Santiago* be accepted.

Very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

U. S. Consul-General SHUFELDT.

U. S. CONSULATE-GENERAL,
Havana, January 12, 1862.

MY DEAR SIR: Enclosed I send you a copy of a letter from J. T. Crawford, esq., her British Majesty's consul-general in Cuba, replying to your offer, made through me, to go to the assistance of her British Majesty's ship *Conqueror*, ashore on Rum Cay.

It will be seen that Mr. Crawford acknowledges, in the most friendly manner, the promptness with which you proffered your services, both in person and subsequently by letter. In thus manifesting your sympathy for a fellow-seaman you have evinced a praiseworthy forgetfulness of the many causes which of late have had a tendency to estrange two governments and nations whose policy it is, and whose fortune it has hitherto been, to remain upon the most friendly terms. Such acts of spontaneous courtesy must have a tendency, however, to restore this amicable relation. On this account, I am pleased that the opportunity has presented itself, and, although your services were declined, that the refusal has been accompanied by such good reasons as to preclude any other than that of a sincere desire to show you that Mr. Crawford would have accepted them had he deemed it possible that you could be of any service.

I am, sir, truly, your friend and obedient servant,

R. W. SHUFELDT,
Consul-General.

Commander D. B. RIDGELY,
U. S. S. Santiago de Cuba.

[Subenclosure.]

HAVANA, *January 11, 1862.*

MY DEAR SIR AND COLLEAGUE: I have the pleasure of acknowledging the receipt this morning of your much-esteemed letter of the 9th instant, enclosing that of Commander D. B. Ridgely, of the U. S. S. *Santiago de Cuba*, offering to proceed immediately to the aid and assistance of H. M. ship *Conqueror* at Rum Cay, where she is unfortunately aground.

Although your letter and that of Commander Ridgely have only now been delivered, I have great pleasure in acknowledging the honor of your and his visit at my house on the evening of the 9th, when the considerate offer of the services of the U. S. ship was so frankly

made, but was declined by me, because I had reason to think that quite effective assistance would have reached the *Conqueror* from Vice-Admiral Sir Alexander Milne's command at Bermuda before the *Santiago de Cuba* could arrive at the place of misfortune in the Bahamas.

It will, however, afford me much pleasure to report this attention on your part and on that of my friend, Commander Ridgely, to her Majesty's Government, as well as to the vice-admiral, commander in chief of her Majesty's naval forces on this station, for which, in the meantime, I beg of you to accept my best thanks.

I have the honor to be, my dear sir and colleague, your friend and obedient servant,

JOS. T. CRAWFORD,
Consul-General in Cuba.

R. W. SHUFELDT, ESQ.,
U. S. Consul-General, Havana.

Order from Secretary of the Navy to Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, to proceed at once to Cadiz, Spain, in search of C. S. S. Sumter.

NAVY DEPARTMENT, *January 18, 1862.*

SIR: Instead of going directly to the gulf, in pursuance of the Department's order of the 10th instant, you will proceed with the *Kearsarge* with all possible dispatch to Cadiz, in Spain, in search of the piratical steamer *Sumter*, which vessel is reported to have arrived recently in that place.

If you find the *Sumter* has been at Cadiz, you will continue in search of her until you overtake and capture her, or learn positively that she has been overtaken by some other of our vessels and captured, or that she has otherwise been made way with. Should she not have been there or anywhere (that you can learn) in the East, you will proceed to Key West, by way of the West Indies, and report in accordance with your instructions of the 10th instant. This will be your course also in the event of the *Sumter* having been captured or otherwise disposed of.

Advise the Department frequently of your movements. Although your chief object will be the search of the *Sumter*, you will not omit due diligence in all cases during your cruise, and will seize and send into port any vessel of the enemy engaged in depredating on our commerce or in the transportation of arms, munitions, or contraband of war to the insurgents.

I am, respectfully, your obedient servant,

[GIDEON WELLES,
Secretary of the Navy.]

Commander C. W. PICKERING,
Commanding U. S. S. Kearsarge, Portsmouth, N. H.

Report of Lieutenant Temple, U. S. Navy, commanding U. S. S. Flambeau, relative to blockade runners at Nassau, New Providence.

U. S. S. FLAMBEAU,
At Sea, January 20, 1862.

SIR: I have to report that the rebel steamer *Kate* (formerly the *Carolina*) arrived at Nassau on the morning of the 18th instant, having run the blockade at Charleston with 250 bales of cotton; and that she went

alongside the clipper ship *Eliza Bonsall* the same day to discharge, and probably also to take in from her an assorted cargo, as the *Ella Warley* had previously done. The *Kate* is commanded by the same Lockwood who lately left Nassau in charge of the *Theodora*. He confirms the report that the *Ella Warley* had succeeded in running the blockade into Charleston, as also that the *Theodora* had got safely into Mobile.

The steamer *Gladiator* has undoubtedly transshipped her entire cargo into small vessels, as I ascertained yesterday that she is drawing 3½ feet less water than when lying in Nassau, and she has moved up some 3 miles nearer to the harbor. In connection with this transaction, I would inform the Department that Mr. Anderson, the attorney-general at Nassau, read to me a "circular" from the foreign office in Downing street, London, addressed to all the colonial authorities, directing them not to interfere with the sale, purchase, or transshipment of any merchandise, even in the case of its being arms, ammunition, or equipments, by private vessels in the service of either party to our contest. I suppose, therefore, that the *Gladiator* went down to Cochrane Anchorage on account of the local laws relative to powder, which, by the way, she had been suffered to disregard by lying in the harbor for so long a time while having 5 tons of that material on board. It was necessary to add that this circular was read to me in the course of a friendly conversation at the attorney-general's office, and not at all as an official matter; and although I deem it my duty to communicate the fact to the Government, it would perhaps be indelicate to base a remonstrance upon this information.

I left Nassau on the morning of the 19th, and the same day overhauled three vessels, two English schooners and an American bark, in the northeast Providence Channel, but without finding anything informal or objectionable about them.

Respectfully,

WM. G. TEMPLE,
Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of two weeks' cruise from St. Thomas, West Indies.

U. S. S. QUAKER CITY,
Island of St. Thomas, West Indies, January 22, 1862.

SIR: I have the honor to report my return to this port on the 20th instant, after a cruise of two weeks to the eastward as far as 56° west longitude, during which time I spoke and boarded two American vessels, the *Ben*, of New York, thirty-one days from Rio de Janeiro, bound to St. Thomas, also the *H. G. Colhurst*, of Eastport, Me., from Barbados to St. Thomas; one English brig, the *Queen Victoria*, thirteen days from New York; and the French bark *Persevérant*, from Marseilles, bound to Martinique.

On my way east I hove to off St. Pierre, and sent a boat in to communicate with the U. S. consul, and after cruising a week at sea proceeded to Barbados to water ship, thence again to St. Pierre and this port.

Off St. Pierre I communicated with Commander DeCamp, of the *Iroquois*, en route south and east, neither as yet having received any information of the *Sumter*. I regret to report that shortly after leaving Sandy Hook the ship commenced leaking quite badly in her upper works, and it has gradually been increasing ever since to such an extent that men have been constantly employed, while at sea, on berth deck and in passageways bailing up water, the steerage officers having been obliged to vacate their sleeping appartments. Since my return to this port I have had an examination made, by a good ship carpenter from shore, of her condition, and find, from personal inspection, that she requires extensive calking, some of her butts and seams being very open, and her wood ends in stem on starboard side in very bad condition, which work is now being done, but will require some days to complete. The air, force, and fresh-water pumps require repacking. The forward smokestack has given away and requires considerable repairs, and two large patches are necessary in each of Nos. 3 and 4 boilers, which are found quite defective. Many repairs of an important nature, as reported officially by the acting chief engineer, are rendered necessary ere we again leave port, but which the Department may rest assured shall be accomplished with as little delay as possible. Accompanying, I send a list * of American vessels in port at this time, many of them having been driven in here by stress of weather while attempting [to enter] as well as in departing from our coast, during the early part of January, a number of them requiring quite extensive repairs to enable them to resume their voyages. All well on board.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to the C. S. S. Nashville.

U. S. S. TUSCARORA,
Southampton, January 23, 1862.

SIR: I have the honor to report that by the mail of the 18th I forwarded to you through the American minister a statement of the position assumed by the authorities here with regard to the *Nashville*.

In a conversation I held yesterday with Captain Patey, royal navy, the senior officer of this port, with reference to the *Nashville*, he, referring to our previous arrangement that the vessel having the first start should be allowed to proceed to sea, asked me my views as to a clear understanding of what was meant by the "first start." I gave my opinion that the vessel first passing the guard ship, if only half length ahead, should be considered as having "the first start." This he told me was not the ruling of the authorities; that with them the vessel first "tripping her anchor" would be regarded as having the start. Against this I remonstrated as an unfair decision, as my movements were made to depend on those of the *Nashville*, and her anchor might be lifted at any time, with my having no knowledge of the fact until she should begin to move. He, however, appearing to think there would be less risk of collision with the authorities by this defining of

* Omitted.

the expression, I yielded, though with reluctance—yielded, in short, because there was no alternative.

Were there but one outlet to the port, my difficulties would be removed; by keeping at sea, I could prevent the escape of the pirate, but I can not guard both passages, and as my movements are constantly made known by telegraph, it is very easy for the pirates to keep themselves informed of my exact position, whether "below" or "outside," and they may at almost any time evade me; with the assistance they receive from the authorities, the advantages are all with the pirates.

My earnest hope now is that another vessel may soon arrive here to aid me; with two on the watch, it will not be possible for the pirates to escape, but in my present position I am made to feel powerless and idle.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Vice-Admiral H. W. Bruce, R. N., commanding H. B. M. S. Victory, to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, explaining error in published statement regarding the latter vessel.

"VICTORY," *at Portsmouth, January 23, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of the 22d instant calling my attention to a paragraph extracted, it appears, from the Army and Navy Gazette, commenting upon the supposed fact of the U. S. steamship of war *Tuscarora*, under your command, having anchored off Osborne.

In reply I beg to inform you that on Thursday last, the 16th instant, the signalman on duty at the dockyard semaphore reported that the *Tuscarora* had anchored off Osborne. I therefore directed Captain Coote, of H. M. ship *Victory*, to proceed in one of the steam tenders to communicate with you, and, with my compliments, to request that you would be so good as to move the ship to some other anchorage. Captain Coote, however, had scarcely got outside the harbor when he discovered that the report of the signalman was a mistake—that the *Tuscarora*, in fact, had not anchored off Osborne, but that the ship supposed to have been her was H. M. ship *Vigilant*.

I trust that this explanation will remove from your mind any feeling of annoyance you may have experienced from the publication of the paragraph referred to above. I can not myself point out [to] the writer of that paragraph, or to the editor of the paper in which it appeared, the circumstances which probably led to his being misinformed as to the movements of your ship, because her Majesty's officers are forbidden to publish anything in the newspapers bearing on questions arising in the public service, and I never have any communication with public prints.

I have the honor to be, sir, your humble servant,

H. W. BRUCE,
Vice-Admiral, Commander in Chief,

Commander T. AUGS. CRAVEN,
Of the U. S. S. Tuscarora,

Order from Secretary of the Navy to Commander Marin, U. S. Navy, commanding U. S. sloop St. Louis, to cruise in search of piratical vessels and for the protection of commerce.

NAVY DEPARTMENT,
January 24, 1862.

SIR: As soon as the U. S. sloop of war *St. Louis*, under your command, is in all respects ready for sea, you will proceed with her to the Azores or Western Islands. The islands will be the limit of your cruising ground on the west, which will extend south to the Canaries, north to the port of Lisbon, and east to the Strait of Gibraltar. Any communications that the Department may have for you will be sent to Lisbon, care of our minister there. You will also touch at Cadiz occasionally. You will not go out of these limits unless in search of piratical vessels, upon reliable information received by you of the appearance of such vessels at any particular point.

You will exercise vigilance and be active in cruising for the protection of our commerce, and will seize and send into port any vessel you may meet with engaged in transporting arms, munitions, contraband of war to the insurgents. In exercising your rights as an American man-of-war, you will be careful of those of neutrals. Keep the Department advised of your movements.

Before sailing from Philadelphia, forward to the Department a muster roll of the crew and a separate list of the officers of the *St. Louis*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander M. C. MARIN,
Commanding U. S. Sloop of War St. Louis, Philadelphia, Pa.

Letter from Secretary of the Navy to J. M. Forbes, esq., of Boston, Mass., authorizing him to charter vessel to go in pursuit of C. S. S. Sumter.

NAVY DEPARTMENT, *January 26, 1862.*

It is understood that one of the iron boats built to run to New Orleans is ready for sea at Boston. You are requested and authorized to charter this vessel on the most favorable terms for three months or more, to go in pursuit of the pirate *Sumter*. Before closing the arrangement, however, telegraph the Department the price of charter. The Government will furnish a lieutenant commanding, and three acting masters, guns, and ammunition, all else to be provided by the owners. You can authorize such preparations to the vessel as are necessary, without sending her to the navy yard. You may suggest to the Department a proper person for command and three others for acting masters. The commander can probably obtain a good crew from volunteers. Let the owners take all but the war risks and have a favorable proviso to enable the Government to take the vessel at any time. Answer by telegraph.

When will the other boat be ready?

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

J. M. FORBES, *Boston.*

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, regarding requirements of the authorities at Southampton in regard to leaving port.

U. S. S. TUSCARORA,
Southampton, January 27, 1862.

SIR: I have the honor to inform you that since my letter of the 23d an additional rule has been supplied to me, viz, that I be required to "give twenty-four hours' notice before leaving port." As it has evidently been the desire of the authorities to hamper me, I determined to meet all of these orders without exhibiting any annoyance and give them no chance for complaint of me. I have accordingly yielded to these last instructions, and have at the same time notified the commanding officer of my intention to depart. I intend being absent no more than twenty-four hours, and on returning to my anchorage shall immediately repeat my notice to depart again.

In explanation I should say that the rule adopted is that the vessel which gives the first notice shall have priority of exit, and so long as I can keep this in my own hands the *Nashville* can not escape.

I find nothing in international law which justifies this last rule, but have yielded rather than have any discussion on the question. Should any further exaction be made, sir, I shall feel it to be my duty to make no more concessions.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of intention to leave St. Thomas, West Indies, in search of C. S. S. Sumter.

U. S. S. QUAKER CITY,
St. Thomas, January 28, 1862.

SIR: I have the honor to forward the accompanying letter, which is a translation from a Porto [Puerto] Rico paper, received here this morning by our respected consul at this port, John T. Edgar, esq., a copy of which has been kindly placed by him at my disposal. The purport of it, however, will have doubtless been received by you long ere this reaches you, and I hope soon to be advised of the views of the Department in relation to the course now to be adopted by this vessel as to the pursuing the *Sumter* to the station she has chosen for further scenes of depredation. Having nearly completed the important repairs to the engine, boilers, and forward smokestack, as well as the recalking of almost the entire length forward of the afterpart of the starboard wheelhouse, I shall endeavor to leave this port early to-morrow to comply with a previous arrangement made with Commander DeCamp, on the 18th instant, to communicate with him off Martinique, on or about the 1st proximo, so as to act in compliance with your instructions of December 14, "to act in concert so as to insure a thorough search," after which interview my further action in the premises will be determined. I have the honor to report the arrival at this port to-day of the U. S. bark *Wm. G. Anderson*,

Lieutenant Commanding Rogers, putting in here for water, having been on a cruise since November 18. All well.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

The following is a translation of an article in a paper of St. John's [San Juan], Porto [Puerto] Rico. The information it contains was brought to St. John's [San Juan] by a Spanish steamer that left Cadiz January 10, 1862. The *Sumter* arrived at Cadiz on January 6, and was still there January 10, 1862:

The Madrid newspapers published a long series of telegraphic dispatches from Cadiz, without doubt of official origin, in which they refer to all that has occurred in reference to the arrival at our port of the South American steamer *Sumter*. This boat, of 750-horse power and 5 guns of heavy caliber, arrived from Rio de Janeiro and Martinique, had destroyed in her passage 3 Northern vessels and brought 43 prisoners on board. The American consul solicited [the authorities] to give her no assistance, and to make her leave, and the commandant general asked for instructions from the Government.

In the meantime the captain of the boat declared that he had entered Cadiz in distress, wishing to repair his vessel in the "Arsenal de la Carraca," and that his object was to cruise without a fixed direction. The *Sumter* was considered from the beginning under quarantine restrictions, for having no bill of health.

In the first instance the Government instructed the authorities that in their relations with said steamer they should be strictly guided by what the royal decree of the 17th July last disposed about the mode of considering vessels coming from the Southern States, which Spain did not recognize but as a belligerent party.

Afterwards the captain of the steamer requested the commandant general to be permitted to deliver up to the U. S. consul the 43 prisoners. He could not accede to this request, because, as we have stated, the steamer found herself in quarantine, the quarantine having, however, to be short, for in virtue of the new orders from the Government, the *Sumter* was received on the 7th instant, the prisoners remaining under the protection of Spain and the American consul.

The above is respectfully submitted by your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commander Marin, U. S. Navy, commanding U. S. sloop St. Louis, to proceed to Cadiz, Spain, in search of C. S. S. Sumter.

NAVY DEPARTMENT, *January 28, 1862.*

SIR: Referring to your instructions of the 24th instant, the Department so far modifies them that your first object will be the pursuit of the piratical steamer *Sumter*, which was at Cadiz, Spain, when last heard from. You will lose no time in reaching that port, unless on your course you should obtain from merchant vessels, or otherwise, positive information of the appearance of the *Sumter* at some other point, in which case you will go in pursuit of her regardless of the limits designated as your cruising ground.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander M. C. MARIN,
Commanding U. S. Sloop St. Louis, Philadelphia.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, to proceed with dispatch to Cadiz in search of C. S. S. Sumter.

NAVY DEPARTMENT, *January 28, 1862.*

SIR: Your orders to the Gulf Squadron, dated yesterday, are hereby revoked, and you will proceed with all possible dispatch to the coast of Spain in search of the piratical steamer *Sumter*. When last heard from the *Sumter* was at Cadiz, to which port you will proceed, unless you should obtain positive information that she is at some other point in the East. You will continue the pursuit of her, directing your course according to the best information you can obtain regarding her movements, and will not abandon it until you learn that she has been captured or otherwise made way with, or it becomes necessary for you to return to Boston for supplies, or other urgent reasons.

Should you be so fortunate as to fall in with her, the Department relies upon your ability to capture and destroy her or bring her into port.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Volunteer Lieut. JOSIAH P. CREESY, U. S. N.,
Commanding U. S. Ship Ino, Boston.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Pacific Ocean, of arrival at Acapulco, Mexico.

U. S. FLAGSHIP LANCASTER,
Acapulco, Mex., January 28, 1862.

SIR: I have the honor to inform you that I arrived here yesterday in eleven days from Panama. Our passage was delayed by being under canvas a portion of the time, and the great care necessary in running our engine to prevent the cracked crank from being entirely disabled. I enclose you a copy of my instructions to Commander Bissell, of the *Cyane*. I received a letter from him yesterday, dated the 18th January. He informs me that the governor of Panama has informed the agent of the Panama Railroad Company that he shall make no attempt to collect the tonnage duties, and that everything is quiet at Panama and Aspinwall.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Flag-Officer, commanding U. S. Naval Forces, Pacific Ocean.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. FLAGSHIP LANCASTER,
Panama, January 14, 1862.

SIR: As important duties connected with the flagship require her to be withdrawn for the present from Panama, I shall leave here, for the protection of American interests, the U. S. ship *Cyane*, under your command. You will remain at this anchorage until further orders.

and will communicate with me by each steamer, directing your letters to San Francisco.

I enclose you a copy of a letter to my predecessor from the Secretary of the Navy, dated June 3, 1861, by which you will be governed, should any difficulties occur on shore. You will endeavor at all times to encourage and promote good feeling with the authorities of New Granada, and be very particular not to compromise the neutral character of the port. Placing every confidence in your good judgment to perform the duties assigned you,

I am, very respectfully, yours,

CHAS. H. BELL,
Flag Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Commander S. B. BISSELL, U. S. Navy,
Commanding U. S. S. Cyane, Panama.

Report of Flag-Officer Bell, U. S. Navy, Commanding U. S. naval forces, Pacific Ocean, of precautions taken against the fitting out of Confederate privateers in the ports of South America.

U. S. FLAGSHIP LANCASTER,
Acapulco, Mex., January 28, 1862.

SIR: I have received your communication of January 8, enclosing a copy of a letter from Mr. C. Ward, jr., to R. B. Forbes, esq., of Boston, stating that an attempt would soon be made to fit out a privateer somewhere along this coast.

The *Wyoming* has recently been to Valparaiso, with orders to touch at several places along the coast on her way to Panama, and obtain all the information possible on subjects of this nature. On her return from this cruise she will take the place of the *Saranac*, Captain Ritchie, who will proceed to Panama to relieve the *Cyane*, Commander Bissell.

The *Cyane* will then be sent down the coast as far as Valparaiso, with instructions to Commander Bissell to attend to the matter referred to by Mr. Ward, and all matters connected with this important subject. By the *Saranac* being stationed at Panama, where she will have to remain some time, the Department will have in its power, if thought advisable, to make the changes recommended in my letter of yesterday (No. 5). * * *

I have the honor to be,

CHAS. H. BELL,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from Secretary of the Navy to T. B. Satterthwaite, president Board of Underwriters, New York, relative to the action of the Department in regard to the C. S. S. Sumter.

NAVY DEPARTMENT, *January 29, 1862.*

I have received your letter of the 27th instant relative to the action of this Department in the matter of the pirate steamer *Sumter*. Nearly a month since the *Saratoga* was ordered up to Cadiz from the coast of Africa, and the *Kearsarge* at Portsmouth, N. H., the *Ino* at Boston, and

the *St. Louis* at Philadelphia are about to sail in pursuit, having received their final orders. The *Iroquois* and the *Quaker City* are in the West Indies and the *Constellation* at Portsmouth is destined for Gibraltar, but is waiting for a crew. The contractors for machinery for the small, swift gunboats are in nearly every case months behindhand, thereby embarrassing the action of the Department in several very important operations.

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

T. B. SATTERTHWAITE,
President Board of Underwriters, New York.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to C. S. S. Nashville, and transmitting official correspondence on the same subject.

U. S. S. TUSCARORA,
Off Yarmouth, January 29, 1862.

SIR: I have the honor to inform you that since my communication of 24th instant I have had a correspondence with the commanding officer of the port of Southampton, and of which I send you the enclosed copies.

I have not yet replied to the extremely uncourteous note sent me by Captain Patey on the 28th, but immediately sent an officer with copies of all the correspondence to our minister at London. It was my intention to have remained at my anchorage rather than leave it under such instructions, but from some information conveyed to me last night I have reason to suspect that the *Nashville* has also been ordered to leave the port. I therefore got under way this morning at 8, although it is blowing a gale of wind, and have dropped down to this place.

If my surmises are correct as to the same orders having been given to the *Nashville*, that vessel will be required to leave to-morrow, when the twenty-four hours after my departure will have expired. I accordingly intend going to sea in the morning to try my only and last chance of obtaining possession of or destroying that ship. Should she escape me, and I must say the chances are now in her favor, I will at once proceed to the Mediterranean and search for the *Sumter*, which is doing great damage there upon our commerce. I will first, however, take care to drive the *Nashville* off this coast.

The U. S. consul for Southampton has so little tact that I think he has added somewhat to my difficulties in those waters by imprudent and unauthorized conversations. I shall not and can not prudently give him any information of my movements, but will by private note to our minister communicate my address when changed, as I doubt not I will be directed to leave this place, and it is at all events my decision not again to anchor off Southampton, nor do I believe you would wish me to do so.

An additional frigate was sent into the "waters" yesterday to watch me, but nothing except the belief that the *Nashville* also was ordered out would have induced me to leave or give up my ship.

I am, sir, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

ADMIRALTY OFFICE,
Southampton, January 26, 1862.

SIR: I have the honor to state that I am directed to obtain from you, as well as from the commander of the *Nashville*, a written promise that you will not leave your present position without giving me twenty-four hours' notice of your intention to depart.

I am, sir, your most obedient servant,

CHAS. G. E. PATEY,
Additional Captain, H. B. M. S. Victory,
and Senior Officer at Southampton.

Commander T. AUGS. CRAVEN,
U. S. S. Tuscarora, Southampton.

U. S. S. TUSCARORA,
Southampton, January 26, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this day. I most cheerfully agree to the requirement of giving you twenty-four hours' notice of my intention to depart from this anchorage.

I am, sir, most respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander, U. S. Navy.

Captain CHAS. G. E. PATEY,
Senior Naval Officer, Southampton.

U. S. S. TUSCARORA,
Southampton, January 27, 1862.

SIR: I have the honor to inform you that I intend to proceed to sea to-morrow (Tuesday) at 11 a. m.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Captain CHAS. G. E. PATEY, R. N.,
Senior Naval Officer, Southampton.

ADMIRALTY OFFICE,
Southampton, January 27, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, acquainting me that you intend to proceed to sea to-morrow (Tuesday) at 11 a. m. A notification of your intention so to proceed has been communicated by me to the lieutenant commanding the *Nashville*.

I am, sir, your most obedient servant,

CHAS. G. E. PATEY,
Additional Captain, H. M. Ship Victory,
and Senior Naval Officer present.

Commander T. AUGS. CRAVEN, U. S. Navy,
U. S. S. Tuscarora, Southampton.

U. S. S. TUSCARORA,
Southampton, January 28, 1862.

SIR: I have the honor to advise you that in consequence of the inclemency of the weather, I shall defer my departure until to-morrow (Wednesday), or the first fair day.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander, U. S. Navy.

Captain CHAS. G. E. PATEY,
Senior Naval Officer, Southampton.

ADMIRALTY OFFICE,
Southampton, January 28, 1862—11 a. m.

SIR: I have the honor to acknowledge the receipt of your letter of this day's date advising me that, in consequence, as you allege, of the inclemency of the weather, you intend to defer your departure until to-morrow (Wednesday), or till first fair day. Not seeing anything in the state of the weather to prevent your proceeding to sea in accordance with the intimation expressed in your letter to me yesterday, I have to request you will lose no time in leaving the Southampton waters and proceeding to sea accordingly.

Having received from you a written notification of your intention to proceed to sea this day at 11 a. m., I did not deem it necessary to convey to you my instructions which were "to desire that you would leave the Southampton waters and proceed to sea to-day at 12 o'clock at noon."

I am, sir, your most obedient servant,

CHAS. G. E. PATEY,
Captain, Superintending, Senior Officer.

Commander T. AUGS. CRAVEN, U. S. Navy,
U. S. S. Tuscarora, Southampton.

Letter from U. S. minister to England to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, urging that conflict with the British authorities be avoided.

LEGATION OF THE UNITED STATES,
London, January 29, 1862.

SIR: I have duly reflected upon the contents of your letter and its enclosures. I propose to address to her Majesty's Government a note, asking for an explanation of Capt. Patey's letter to you. In the meantime I recommend it to you not in anyway to put yourself in conflict with the authorities of the Government, however disagreeable their action may be to you.

I am, your obedient servant,

CHARLES FRANCIS ADAMS.

Commander T. AUGUSTUS CRAVEN,
U. S. Navy, Southampton.

Report of Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, of cruise in the path of vessels from India and California.

U. S. SHIP MORNING LIGHT,
At Sea, January 30, 1862.

SIR: Since my last to you under date of December 26, 1861, I have to report that I have been cruising in the tracks of homeward-bound vessels from India and California, but have seen very few vessels. The weather since my last report has been remarkably unfavorable, having a continual succession of rain squalls and baffling winds from the line to 11° north. I boarded on the 23d instant, latitude 11° N., longitude 40° 30 W., the American brig *Ada*, forty-three days from Montevideo for Queenstown, Ireland, and on the 27th the British bark *Sarah*, seven days from Pernambuco for Liverpool. This a. m. I was in chase for six hours of a vessel about 14 miles to windward, when the vessel by which I send this dispatch hove in sight on the lee bow. I shall be compelled to bear away for New York in a few days, as my water and coal are rapidly running low. I have but thirty-eight days' water and forty to fifty days' fuel, using the latter with great economy. The health of the men has suffered somewhat from exposure to the wet. We have six upon the sick list, but no serious cases among them. I have been compelled to purchase a few stores to make my outfit complete, as the haste with which we were fitted out and dispatched from New York did not admit of obtaining a proper supply of a few necessary articles. Hoping to have the pleasure of addressing you again soon,

I remain, very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant, Commanding.

[Hon. GIDEON WELLES,
Secretary of the Navy.]

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of cruise in the vicinity of the West Indies, searching for privateers.

U. S. BARK W. G. ANDERSON,
St. Thomas, January 30, 1862.

SIR: Being in the vicinity of St. Thomas, and our water much reduced, I have under your instructions touched here for information. Since my last letter to the Navy Department, dated December 24, per Dutch bark *Venus*, for New York, we have been cruising in the usual tracks of West Indiamen, but without any success in meeting privateers.

Having heard indefinite rumors of a large privateer schooner being seen off the Hole in the Wall, I have since leaving Key West cruised a week there, hoping to fall in with her, but though we saw or boarded about twenty sail (American), none had seen or heard anything of such a vessel. I infer they are very scarce, as we have spoken, boarded, or seen ninety-five vessels, and but one proved a Southern privateer, having sailed up to our arrival here about 11,600 miles.

We arrived here in good order, and all well, on January 28, at 6 p.

m., and are slowly filling the water, in which we experience considerable delay, but trust to report myself ready for sea by to-morrow night.

* * * * * * *

Having no dispatches from the Navy Department to acknowledge, I remain, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant,
Commanding U. S. Bark W. G. Anderson.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Order of the Secretary of the Navy to Commander Craven, commanding U. S. S. Tuscarora, to give special attention to the search for the C. S. S. Nashville.

NAVY DEPARTMENT, *January 31, 1862.*

SIR: Your letter of the 9th instant, reporting your arrival at Southampton, has been received. The *Kearsarge* and several other vessels are under orders to search for the *Sumter*, and, therefore, you can give your special attention to the *Nashville*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander T. A. M. CRAVEN,
Commanding U. S. Sloop Tuscarora, Southampton, England.

Order of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Pacific Ocean, to Commander Bissell, U. S. Navy, commanding U. S. S. Cyane, to proceed to Valparaiso, Chile.

U. S. FLAGSHIP LANCASTER,
Acapulco, January 31, 1862.

SIR: On the arrival of the *Saranac*, Captain Ritchie, who is ordered to take your station at Panama, you will furnish him with a copy of the instructions I left with you. You will then, without delay, proceed to Valparaiso, where you will obtain from our consul, or such other sources on which you may depend, every information connected with the safety of our commerce on this coast. On your way north you will touch at Coquimbo, Cobija, Arica, and Pisco, from thence to Callao, where you will replenish your stores from the storeship, and then proceed to Payta; from thence, if the season is not unfavorable, you can touch at Guayaquil. You will then proceed to Panama, where instructions will await you.

I do not wish you to confine yourself strictly to the places enumerated, but should you think it advisable to communicate with the consul or authorities at any of the intermediate ports, you are at liberty to deviate so far from your instructions. The object of sending you on this cruise is principally for the protection of American commerce from marauders, suspected of fitting out vessels to rob our commerce on the high seas. I enclose you a copy of a letter sent to me by the Navy Department from Mr. C. Ward, jr., of Valparaiso, from whom you may

obtain some information connected with this matter. I can not sufficiently impress upon your mind the necessity of a courteous intercourse with the authorities of the various places you visit, and the strict neutrality to be observed should you meet any vessel bearing the flag of an enemy or rebel in a friendly port. You will communicate frequently with me, directing your letters to San Francisco until May 1 next; after that time, to Panama. Should you have information to communicate to the Government which will not admit of delay, you will write direct to the Secretary of the Navy, sending me a copy of your dispatch. With much reliance on your good judgment and discretion, and wishing you a pleasant cruise and safe return,

I am, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Commander S. B. BISSELL,
Commanding U. S. S. Cyane, Panama.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Pacific Ocean, of matters relating to various vessels of his command

U. S. FLAGSHIP LANCASTER,
Acapulco, Mex., February 3, 1862.

SIR: I have the honor to inform you that the U. S. S. *Narragansett*, Commander Hunt, joined me here on the 30th ultimo from Manzanillo, from whence she sailed after the departure of the Panama mail steamer *St. Louis*, which touched at this port a few days since with upwards of two and a quarter millions of treasure.

In my communications to the Department, dated January 27 and 28, and numbered 5 and 7, I stated the condition of the *Saranac* in regard to her officers. I have since inspected that ship, and, in justice to Captain Ritchie, will state that whatever difficulties he has or may have had with his officers his ship is in fine order, both in regard to her sanitary condition and the perfect drill of her crew. Captain Ritchie seems to have been indefatigable in his exertions in this respect. With no regular officers to assist him, he has been obliged to perform duties beyond his strength, from which he is now suffering, and he asks to be relieved from his command, in order that he may return to the United States, where he can obtain such relief as his present situation requires.

As I conceived it important to send the *Cyane* to Valparaiso as soon as possible, I have sent the *Saranac* to Panama to take her place. She left here on the 1st instant.

As the *Saranac* will have to remain at Panama for some time after this letter reaches the Department, should it be thought advisable to make the changes in the officers and crew of that ship recommended in my previous letters, it can be done without any inconvenience to the service.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to C. S. S. Nashville.

U. S. S. TUSCARORA,
Cowes Roads, February 3, 1862.

SIR: I have the honor to inform you that by the late rule of pretended neutrality, issued on the 31st January by the Government of Great Britain, I am effectually driven from these waters; not only am I not permitted to remain in any port more than twenty-four hours, but am prohibited taking in coal more than once in three months, being thus deprived of the ability of cruising on this coast.

My previous letters will have informed you of the several orders, rapidly following each other, by which I have been, from day to day, confined within narrower limits, by such stringent rules as gave every advantage to the privateer *Nashville*, and would have enabled her at any time, during the last two weeks, to have escaped from Southampton without a possibility of any opposition, and this final decree of Earl Russell renders my presence here perfectly idle and useless.

Most scrupulously desiring to observe even these arbitrary rules of neutrality, and that I should give no pretext for offense, and thus throw the onus on the British authorities, I have adhered to every rule laid down for my guidance.

I left the port of Southampton on the 29th in a gale of wind, anchoring off Yarmouth; on the 1st, the gale being over, I went to sea, made a short cruise, and have to-day returned to this anchorage to fill up my coal, and enable the paymaster to settle the ship's bills at Southampton, which done I see nothing better for me to do than to go in pusuit of the *Sumter*, which is still in the neighborhood of Gibraltar, hoping most earnestly that I may fall in with her. It is my intention to sink her.

The *Nashville* is still at the docks, but feeling no doubt his advantage over me, I presume the captain of that vessel will depart when he is ready, having the full protection of the British forces here.

I have written to Mr. Adams, informing him of my intentions. Should I not be able to learn any news of the *Sumter*, I will return to this coast, and await your further orders at Havre or Hamburg. I will keep Mr. Adams constantly advised of my address.

I am, very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Since writing the preceding, the *Nashville*, under convoy of a British frigate, passed close by this ship and went to sea, at 5 p. m. During the time of her passing I was visited by Captain Patey and cautioned to observe the rule of delaying my departure for twenty-four hours.

The whole transaction appears to me, sir, to have a strong impress of collusion on the part of the authorities to effect the escape of the privateer. I had no sooner anchored here than my arrival was made known at Southampton by telegraph; then, and not till then, did the *Nashville* leave Southampton. The British squadron communicated the fact by signal to the *Shannon*, lying near me, and that ship was at once got underway to convoy the *Nashville* out. No consideration except the observance of good faith on my part prevented my getting underway also and testing this question at once. Whether I have

acted judiciously or not, I have solely been guided by a desire to give no cause for a breach of the peace.

I told Captain Patey that good faith toward me had not been observed; I had been ordered out of the port six days since, but the *Nashville* remained until notified of my anchoring here and then sailed as above.

Very respectfully,

T. AUGS. CRAVEN,
Commander.

Letter from Captain Patey, R. N., Senior Officer at Southampton, to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to required notice before sailing.

ADMIRALTY OFFICE,
Southampton, February 3, 1862—3:20 p. m.

SIR: As you have returned from sea and anchored in Cowes Roads in the *Tuscarora*, and as the *Nashville* has given notice to sail from Southampton to-day, I am directed to inform you that you are not to sail again in the ship under your command until twenty-four hours after the departure of the *Nashville*.

I am, sir, your most obedient servant,

CHAS. G. E. PATEY,
Captain, Superintendent, Senior Officer.

Commander T. AUG. CRAVEN, U. S. Navy,
U. S. S. Tuscarora, Off Cowes.

[Endorsement.]

Delivered at 5:10 by Captain Patey.

T. AUGS. CRAVEN.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of intention to leave St. Thomas, West Indies, for cruise in search of C. S. steamers Sumter and Nashville.

ST. THOMAS, *February 3, 1862.*

SIR: I have the honor to report myself ready for sea and will sail to-day for our former cruising ground in the Atlantic. We have experienced some delay in obtaining water, and now leave without a full supply, the party who monopolizes it here declining to give us any more, except at considerable detention. We are, however, but 1,200 gallons short, which does not materially interfere with the length of our cruise.

My superior officer, Captain DeCamp, of the *Iroquois*, now in port, suggested to me the propriety of not sailing before the arrival of the English mail, which would bring information of the whereabouts of the *Sumter* and *Nashville*. This arrived last night, and I now sail with full knowledge.

Referring you to my dispatch of January 30, per American ship *Montmorenci*, from this port, for further details of our cruise,

I remain, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant,
Commanding U. S. bark W. G. Anderson.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Order from Secretary of the Navy to Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, to proceed from San Francisco to Philadelphia via China and Cape of Good Hope.

NAVY DEPARTMENT, *February 3, 1862.*

SIR: After refitting the U. S. S. *Wyoming* at the Mare Island navy yard you will proceed with her to China, touching at Japan on the way. You will remain on the coast of China at least two months, and longer than that should you receive information of the appearance in those waters of armed piratical vessels fitted out by the rebels now engaged in waging war against the Government of the United States.

From China you will continue on to the Atlantic States and enter the Port of Philadelphia. You will touch at the Cape of Good Hope, St. Helena, one or more of the principal places on the northeast coast of South America, and at the important points in your route through the West Indies. If on your homeward passage you should hear of privateers or piratical vessels within reach, you can divert from your course for the purpose of pursuing them.

Robert H. Pruyn, esq., the recently appointed minister to Japan, is now in San Francisco and would like a passage to the seat of his mission in a public vessel. You are authorized to convey him thither in the *Wyoming;* but as no allowance is made for the subsistence of ministers on board men-of-war, Mr. Pruyn will, as is customary, have to defray his own expenses while on the passage.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander DAVID MCDOUGAL,
Commanding U. S. S. Wyoming, San Francisco, Cal.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, of cruise from January 18 to February 5, 1862, transmitting information received from the consul-general at Havana, Cuba.

U. S. S. SANTIAGO DE CUBA,
Key West, Fla., February 5, 1862.

SIR: I wrote to the Department from Havana, January 17. The next day I sailed for Matanzas, Cuba, where I received the enclosed letter from Consul-General Shufeldt. Considering the information contained in the letter of great public importance, I touched at Key West to intercept some vessel going to Ship Island. Not finding any vessel about leaving, I sailed for the Southwest Pass, and arrived there in fifty-six hours. I gave a copy of the consul-general's letter to Captain Bailey, of the *Colorado*, the commanding officer of the *Vincennes*, off the Northeast Pass, and to Commander Stellwagen, off Pass à l'Outre, and then left for Ship Island to give the communication to Flag-Officer McKean.

There were more provisions at Ship Island than could be properly taken care of, and the flag-officer requested me to take in as much as I could stow conveniently and land them at Key West. I took on board

500 barrels and delivered them to the naval storekeeper at this place, and shall remain here until I hear from Consul-General Shufeldt, at Havana.

I am, very respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I enclose a copy of the communication referred to above, received from the consul at Havana.

[Enclosure.]

U. S. CONULATE-GENERAL,
Havana, January 22, 1862.

SIR: The information I herewith transmit you is of sufficient importance, I think, to warrant you in conveying it at once to Flag-Officer McKean. I can not develop the source from which I received it, but I deem it entirely credible.

NEW ORLEANS, *January 18, 1862.*

There were eight steamers bound to Havana, but the Government seized all but the *Tennessee*. However, I think some will be released. The others were the towboats *Whitney*, *Day*, and *Webb;* steamers *Atlantic*, *Florida*, *Matagorda*, and *America*.

The *Day* will draw about 6 feet loaded. The captain had an idea that upon his return he could run into St. Josephs, Fla., and cart his cargo over to Apalachicola. All of these vessels can come out of the southeast bar, where 11 feet draft can pass over. It is a very narrow channel, the latter part right between the breakers. The pilots take small boats with lights, anchor them upon the breakers, and then take the vessel out between. The *Tennessee* can only pass out of Southwest Pass or Pass à l'Outre, as she will draw 16½ feet water. I think a demonstration will be made by the fleet of gunboats now ready and getting ready. The *Vanderbilt* went into the Sabine with her cargo, and will return from there, probably on her way here now. The *Manassas* went down to try her powers upon the fleet on the 1st January and was aground over twelve hours. Had the fleet made any demonstration to approach her she could have been destroyed.

The Confederate fleet at New Orleans are the *McRae*, four 32-pounders, one 9-inch shell gun; *Ivy*, one rifle 30-pounder; *Jackson*, two 8-inch shell; *Livingston*, two rifle 30-pounders, four shell guns; *Mason*, five guns forward, three aft; *Slidell*, five guns forward, three aft; *Manassas*, now in dock repairing.

There are a brig and two schooners lying below Fort Jackson, which might be cut out.

You will perceive that by sailing immediately you may be able to capture the *Vanderbilt*, now expected here, and give to Flag-Officer McKean such information as will prevent the exit of the other vessels mentioned through the Southeast Pass.

I wrote this morning in reference to the *Vanderbilt*, but have obtained this more recent and reliable information. If you conclude to sail, please inform Mr. Chandler that you are carrying out the intentions of this letter, but do not divulge its contents to anyone.

I am, sir, truly, your obedient servant,

R. W. SHUFELDT,
Consul-General.

Commander D. B. RIDGELY,
Commanding Steamer Santiago de Cuba.

Report of Commander DeCamp, U. S. Navy, commanding U. S. S. Iroquois, of return to St. Thomas, West Indies, after two weeks' cruising.

U. S. S. IROQUOIS,
St. Thomas, West Indies, February 8, 1862.

SIR: I have the honor to report to the Department the arrival of this ship under my command at this place, after a cruise of two weeks to the eastward, touching at St. Pierre twice, Barbados twice, and at the island of Tobago, and Trinidad. Learning nothing of importance from our consuls at either of these places, I steamed to the eastward of Barbados as far as the track of homeward-bound vessels from China and the Pacific, and then shaped our course to the northward as far as the French Islands, looking into the bay of Fort Royal, Martinique, then bore away for St. Thomas.

I received a visit from Commander Frailey, of the *Quaker City*, at St. Pierre, on the 18th ultimo, and I recommended him to remain in that vicinity as long as possible, as I am convinced that should there be any rebel privateers cruising in the West Indies, they would be better received at those islands than at other places, and from their position and the general open character of those harbors, escape from our cruisers would be more certain than from most harbors in thes seas.

The U. S. bark *Wm. G. Anderson*, Captain Rogers, sailed from here the 4th instant to cruise north of this island.

To day, while cruising off the harbor of St. Thomas, we fell in with the bark *George B. Hunt*, Captain Woodbury, of Portland, Me., dismasted in a gale, January 28, in longitude 61° W., latitude 35° N. Took her in tow, and brought her into port. By the 13th instant, I purpose leaving here on a cruise, the particulars of which will be made known to the Department before our departure.

I am, sir, most respectfully, your obedient servant,

JOHN DECAMP,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

P. S.—The U. S. ship *Shepherd Knapp* anchored in this harbor to-day, February 9, from Dominica.

J. DEC.

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Pacific Ocean, of intended departure for San Francisco, transmitting copies of instructions to commanding officers of U. S. S. Wyoming and St. Mary's.

U. S. FLAGSHIP LANCASTER,
Acapulco, February 10, 1862.

SIR: I respectfully enclose you copies of instructions sent to Commander McDougal of the *Wyoming* and Commander Middleton of the *St. Mary's*.

I shall leave here to-morrow for San Francisco. The *Narragansett* is now here, but will leave in a day or two for a cruise up the coast as far north as San Blas.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington,

[Enclosures.]

U. S. Flagship Lancaster,
Acapulco, February 4, 1862.

Sir: After filling up your provisions, taking on board as much as you can conveniently stow, you will proceed in the U. S. ship *St. Mary's*, under your command, to the vicinity of Cape San Lucas, Lower California; on your way down you will look into [Santa] Maria and Magdalena bays, keeping as close to the shore, on your way to Cape San Lucas, as safety will allow. You will then cross the Gulf of California and touch in at Mazatlan and San Blas. You will consider your cruising ground as extending from [Santa] Maria Bay, California, to Cape Corrientes, Mexico, in latidude 20° 25′ north. As it is strongly suspected that vessels may be fitted out by the traitors who are in arms against our Government, for the purpose of intercepting the mail steamers from San Francisco to Panama, you must exercise the utmost vigilance in the examination of every vessel you may encounter, and endeavor to speak the steamers down from San Francisco. At the end of each month you may extend your cruising ground as far as Manzanillo, where your letters will be sent.

In order to render the small naval force now on this station effectual for the purposes just stated, the vessels composing the squadron must be kept at sea as much as possible. You will therefore remain in the different ports you visit only a sufficient time to fill up your wood and water and to obtain such supplies of fresh provisions as will keep your crew in good health. In your visits to the various ports of Lower California you will endeavor to obtain the most reliable information in regard to the attempts on the part of the seceding traitors to obtain possession of that country.

You will be pleased to write to me by every opportunity, directing your letters to San Francisco.

I am, very respectfully, yours,

Chas. H. Bell,
Flag-Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Commander Edward Middleton,
Commanding U. S. ship St. Mary's, San Francisco.

U. S. Flagship Lancaster,
Acapulco, February 6, 1862.

Sir: On your arrival at Acapulco, you will, with the U. S. S. *Wyoming* under your command, relieve the *Narragansett*, now stationed on this part of the coast. You will consider your cruising ground to extend to San Blas, but should you receive information which would make it advisable to have the presence of an armed vessel higher up the gulf you are authorized to extend your limit in that direction.

The mail steamers from San Francisco to Panama will touch at Manzanillo on or about the 27th of each month. As one of them has on board at all times a large amount of treasure, it is important that you should be at that point on their arrival. Manzanillo, I am informed, has no harbor defenses, and it is here that an attempt might be made to seize the ships with treasure. You will therefore endeavor to be off that port at the time the steamer arrives, and accompany her down to Acapulco, the eastern limit of your cruising ground.

As it is strongly suspected that privateers may be fitted out along this coast by the traitors now in arms against our Government, you will exercise the utmost vigilance in examining every vessel you may suspect of being engaged in that business. To render the small naval force now on this station effectual, the vessels composing the squadon should be kept at sea as much as possible. You will therefore remain in port only a sufficient time to replenish your fuel, etc., and to obtain such supplies of fresh provisions as may be necessary to preserve the health of your crew.

You must endeavor to economize your coal, so expensive an article on this coast, by using your sails as much as possible; by banking up your fires, when circumstances will admit, and vigilance on the part of the chief engineer at least one-third of the fuel now expended could be saved.

You will be pleased to communicate with me at least twice a month, directing your letters to San Francisco.

I am, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Commander D. MCDOUGAL,
Commanding U. S. S. Wyoming, Acapulco.

Letter from U. S. consul at Gibraltar to Secretary of the Navy, stating that the authorities at that port decline to furnish coal to the C. S. S. Sumter.

CONSULATE OF THE UNITED STATES,
Gibraltar, February 12, 1862.

SIR: I beg to inform you of the arrival this day of the U. S. S. *Tuscarora.*

As the official dispatch from Earl Russell to the lords commissioners of the admiralty, laying down certain rules with regard to United States vessels of war and Southern cruisers, has been published in this garrison, and the same is now in force, Captain Craven proposes to proceed with the *Tuscarora* to Algeciras either to-morrow evening or the following day, where he will endeavor to replenish his stock of coal.

The steamer *Sumter* remains in this port. Private coal companies refuse to sell her coal: her commander has applied to the British authorities for a supply, but they have refused.

I hear they have telegraphed to the home Goverment on the subject.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE, *U. S. Consul.*

The SECRETARY OF THE NAVY OF THE U. S. OF AMERICA,
Washington City.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of cruise in search of blockade runners in vicinity of West Indies.

U. S. BARK W. G. ANDERSON,
Off the Virgin Passage, February 12, 1862.

SIR: I avail myself of a homeward-bound schooner, just out from St. Thomas, to report the *W. G. Anderson* as having been cruising off this passage the past seven days in the hope of catching the Florida bark *American Eagle*, which vessel intended, when we sailed from St. Thomas, to run for some American port, regardless of cruisers.

There was also another bark, the *Angela Brewer* (owned three-sixteenths in Mobile), lying in port, with some intention of sailing.

I have since ascertained that the *American Eagle* left a few nights since, and has probably gone direct to New York, the captain stating that although she has a Southern register, she is really owned by Northern creditors, whom he expects to benefit by being condemned in New York. I shall therefore shift our cruising ground, steering along westerly in our usual track.

I have the honor to be, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant,
Commanding U. S. Bark W. G. Anderson.

Hon. GIDEON WELLES,
Secretary of the Navy of the United States.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of cruise in search of C. S. S. Sumter.

U. S. S. QUAKER CITY,
St. Thomas, West Indies, February 18, 1862.

SIR: I have the honor to report my return here this day from a cruise to the eastward, during which time I visited the port of St. Pierre, Martinique, and there received information from a colored man that the rebel steamer *Sumter* was in Trinity [La Trinité] Bay, on the northeast side of the island, taking in coal, and to which port I proceeded early on the following morning; but, to my regret, learned on my arrival off the harbor that the report was without foundation. I steamed back to St. Pierre and thence towards Barbados, St. Vincent, St. Lucia, and Dominica, looking in all the bays which abound among those islands, and stopping a reasonable period in the harbors of Bridgetown, Kingston, Castries, Roseau, and Prince Rupert Bay, taking in, at the latter port, a quantity of water without expense and with little trouble, three rivers furnishing a most abundant supply.

* * * * * * *

I beg leave to further report that while at anchor in Roseau, Island of Dominica, the lieutenant-governor, Thomas Price, expressed a desire to visit Prince Rupert Bay, situated some 20 miles to the north, on the same island, and to which I was bound. To this request of Lieutenant-Governor Price I immediately complied, landing him at Prince Rupert in a couple of hours after our departure from Roseau. He expressed himself in grateful terms for the kindness extended to him.

During our absence from St. Thomas not a single vessel was seen by us on the ocean.

I am, sir, very respectfully, etc., your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander DeCamp, U. S. Navy, commanding U. S. S. Iroquois, of affairs in general in the vicinity of the West Indies.

U. S. S. IROQUOIS,
St. Thomas, February 18, 1862.

SIR: Having taken on board this ship all the coal we had stored at this place (39 tons), we shall go to sea to-morrow and cruise southward

as far as La Guayra and Curaçao. A recent revolution in Venezuela induces me to touch at the former place in view of communicating with our minister at Caracas, and my object in calling at Curaçao is merely to supply this ship with coal, after which we will return to this island and hold ourselves ready to act as may seem best calculated to insure the safety of our commerce in the West Indies.

I can not learn that there are any rebel armed vessels in these waters; nevertheless we will keep a sharp lookout, and should any make their appearance within the limit of our station I trust to give a satisfactory account of them. As I informed the Department in a former letter, I am convinced that the French Windward Islands will form the base of their operations, and either the *Quaker City* or this ship will be kept in that vicinity.

In my letter of instructions from the Department no mention is made of any other vessels of our squadron in these seas than the *Iroquois* and *Quaker City*. I therefore concluded that it was not contemplated that I exercise any authority (except absolutely necessary) over either the *Shepherd Knapp* or the *Wm. G. Anderson*. The *Shepherd Knapp* arrived here on the 9th instant from Prince Rupert Bay, Dominica, and is still in port.

In view of the *Sumter's* return to the West Indies, it is all essential that a cruiser be stationed to the northeast of the Anegada passage, and as this region is embraced in the cruising ground marked out by the Department for the *Shepherd Knapp*, I shall direct Captain Eytinge to proceed at once to his station, and I trust that the Department will approve of my action in the matter. At the solicitation of Captain Rogers I inspected the *Wm. G. Anderson* and found her in all respects ready for service, clean, and in good condition.

The mail steamer has this moment arrived from England, bringing the intelligence that hereafter vessels of war of the United States are only to be permitted to enter their ports under certain restrictions. The *Iroquois* will not be subjected to any such disgraceful conditions, and I anxiously hope to hear from the Department upon the subject. As yet we are treated with all respect in this island, and it will be my endeavor to preserve the good will of these people.

I have found it necessary to send two sick men to the *Shepherd Knapp* for passage to the United States whenever she may return, and the necessary papers in the case are forwarded to the Department.

I have the honor to be, most respectfully, your obedient servant,

JOHN DECAMP,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, relative to the movements of the allied powers in Mexico.

U. S. FRIGATE POTOMAC,
Off Vera Cruz, February 19, 1862.

SIR: I have the honor to report that I anchored this ship, under my command, near Green Island on the afternoon of the 14th instant, from the Southwest Pass, where I touched to fill up our water.

My instructions from the flag-officer commanding the naval forces in

the Gulf of Mexico simply ordered me to come here, to place myself in communication with our minister in the City of Mexico, and to correspond directly with the Navy Department. I have written to Mr. Corwin accordingly, and have had a satisfactory interview with our consul at Vera Cruz. A courier will be sent off to the City of Mexico speedily and Mr. Corwin will be informed of our arrival.

The superior officers of the united forces are all living in the city, so that I had not the pleasure of seeing either the English, French, or Spanish chiefs when I visited their ships on the 17th, but I was received with great politeness by the commanding officers, and with marks of friendly consideration from each.

Yesterday I had a friendly visit from Captains Osborne, of the *Donegal*, and Caldwell, of the *Mersey*, who told me in conversation that they were about to leave and were all going home. They spoke as if their duties and business in this quarter had [ended] or was about to end. They also assured me that the combined forces would certainly march for the interior at an early day. The two statements are not easily reconciled unless, indeed, a small naval force is intended to be left to look after the small land force which constitutes the English contingent now on shore.

The British naval force now before Vera Cruz is numerous and powerful, consisting of *Sans Pareil* and *Donegal*, screw ships of the line, *Mersey*, and an unknown 50 which came in this morning, *Ariadne*, *Challenger*, and some ten others of inferior ratings, all screw ships. The French force is less, but the screw line-of-battle ship *Massena* at the head of them. The Spanish force is less in numbers and of smaller vessels.

As you will have learned from other sources, the harmony of the united forces is not of the most earnest character; the English are disgusted, and if my information as above be accurate are about to withdraw the principal naval forces.

The climate begins to tell upon the strangers. The Spanish force has been already reduced by sickness and death bordering upon 2,000 men; the French land forces are not healthy; the English do better, but their sick list is already large, and two seamen have died in the last two days from yellow fever.

I shall write by the British mail steamer via Havana, expected to arrive here on the 26th, and have the honor to be,

Very respectfully, your obedient servant,

[L. M. POWELL,]
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Eytinge, U. S. Navy, commanding U. S. ship Shepherd Knapp, of extended cruise in search of C. S. S. Sumter.

U. S. SHIP SHEPHERD KNAPP,
St. Thomas, February 19, 1862.

SIR: I have the honor to apprise you of the touching at this port of the ship under my command, after procuring her water at Prince Rupert Bay, Dominica. The *Shepherd Knapp* has now a supply for the rest of her cruise. I have made the entire circuit of the West India Isles

three several times, going as far to eastward as the Leeward Islands, as far to the westward as Abaco nearly, and nearly as far north as Bermuda. No other ship or steamer has cruised the same distance and kept so continually in the waters of the *Sumter*. I have used every effort to fall in with the pirate and hope to take him yet, for I feel assured he will return to this station if he escapes from the Mediterranean. I advised you by letter, duplicated to Captain Fox, two months since that he would reach the Mediterranean and the late news gives a verification to my belief. I wish, earnestly wish, that I might have received orders to have pursued him there, and called at the consulate here hoping to have dispatches warranting my wish. I have waited the last few days the arrival of the mail steamer here, but she is behind time, and upon consultation with my senior officers here, Captain DeCamp and Captain Frailey, in the *Iroquois* and *Quaker City*, I have determined to proceed at once to sea to cruise as heretofore.

The *Shepherd Knapp* was to-day inspected by the above-named gentlemen, who pronounced her thoroughly efficient and her batteries in fine condition. I have labored hard day and night to make her a perfect ship and I am happy to state I am fully repaid by the compliments of my senior officers.

For the last hundred and ten days I have spoken, boarded, examined, and searched every vessel I have seen, giving aid, comfort, and convoy to loyal ships, and narrowly watching all of doubtful character, and I assure you I prefer to die at my guns rather than return while my country is in danger. If any vessels are to be sent to the Mediterranean after the pirate will not the Department honor me by their order to still further pursue the traitor?

I am exceedingly familiar with the Mediterranean, having been in that sea constantly for eight years; and speaking all the foreign languages, together with my knowledge of all the principal people of every city from Gibraltar to Trieste, would give me signal advantages which might redound to my success in sighting and engaging the *Sumter* or other privateers in that sea.

I hope the Department will not think me *de trop* in thus urging a claim for distinction, but I am ready at any moment to sacrifice my life to sustain my country's honor, and I earnestly hope I may be awarded any post of danger worthy an honest seaman's life. I shall cruise to the eastward for a month, and then, agreeable to order received from Captain DeCamp, after having looked in at ports of Basse Terre, Guadeloupe, and St. Pierre, Martinique, without anchoring, will return, touching here for reply and further instructions from your honorable body. My ship was provisioned for six months; we have nearly three months' on board. Officers and crew all well.

I beg the Department to dispatch orders for this ship forthwith to St. Thomas, and I will send in my boat for the same in about thirty or forty days.

The European news is embarrassing and I urgently beg further instructions from my Government, and trusting that a kind Providence may watch over and protect my country,

I am, dear sir, respectfully, yours,

HENRY S. EYTINGE,
Acting Volunteer Lieutenant, U. S. Navy,
Commanding U. S. Ship Shepherd Knapp.

Hon. G. V. FOX,
Assistant Secretary of the Navy.

Seizure of Messrs. Myers and Tunstall at Tangier, Morocco, February 19, 1862.

Report of Captain Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to arrest at Tangier, by the U. S. consul, of Messrs. Myers and Tunstall, and their subsequent disposition.

U. S. S. TUSCARORA,
Off Algeciras, March 1, 1862.

SIR: I have the honor to report to you that, on the 22d of February, I received from the U. S. consul at Tangier, James DeLong, esq., a notification that he had apprehended at that place Mr. Tunstall, late U. S. consul at Cadiz, and a Mr. Myers, the purser of the pirate *Sumter*, lying at Gibraltar; he stated that these persons were on their way to Cadiz to purchase coal for the *Sumter*.

On investigating the question of jurisdiction, I was satisfied that Mr. DeLong had authority to arrest these persons; the governor of Tangier furnished him with a guard, and thus recognized the power of the consul. It was impossible for me to relax my watch on the *Sumter*, but on the arrival here on the 25th of the *Ino*, I ordered that vessel to Tangier to take on board the prisoners and bring them to this place. The *Ino*, having performed this service, returned here on the 27th.

I communicated to the governor of this town the fact of the presence of the ship in these waters, with prisoners on board; and also that, to avoid complaint on the part of the enemies of the United States, I had ordered the *Ino* to sea.

My orders to Acting Lieutenant Commanding Creesy were to cruise in the vicinity until he should fall in with a homeward-bound vessel, on board of which he is directed to place the prisoners, for passage to the United States, to be surrendered to the proper authorities.

I have the honor to be, sir,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the U. S. consul at Tangier to Captain Craven, U. S. Navy, commanding U. S. S. Tuscarora, announcing arrest of Messrs. Myers and Tunstall.

CONSULATE OF THE UNITED STATES,
Tangier, February 21, 1862.

SIR: Have learned that two secessionists landed here yesterday from a merchant French steamer, *Ville de Malaga*, proceeding from Gibraltar on their route to Cadiz. One of them I am informed, from undoubted authority, is a lieutenant of the pirate *Sumter;* the other, Mr. Tunstall, has been acting as U. S. consul at Cadiz up to some time last summer, both of whom are commissioned to purchase coal at Cadiz to supply the *Sumter*, by her captain.

This state of facts being presented to me, together with other reliable information in reference to the disloyalty of these men to the Federal Government, induced me to take the necessary steps for their arrest, which I have done, and they are now held as prisoners in the U. S. consulate at this place. I now make the request that you come here at your earliest convenience possible, so that I may deliver the said Tunstall and Lieutenant John Smith, alias H. Myers, into your custody,

to be conveyed by you to the United States on your return, and on your arrival there to be placed by you under the proper authority of the Federal Government of the United States of America, to be dealt with according to law, and this shall be your warrant for so doing.

Given under my hand and the seal of the U. S. consulate at Tangier, Morocco, aforesaid, the day and year above written.

[SEAL.] JAMES DE LONG,
U. S. Consul.

COMMANDER OF THE U. S. SLOOP OF WAR TUSCARORA.

Letter from U. S. consul at Tangier to Captain Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to prisoners Myers and Tunstall, and asking for Federal man-of-war in bay.

CONSULATE OF THE UNITED STATES,
Tangier, February 24, 1862.

SIR: I have been expecting you daily since the 20th instant, but suppose you can not leave the *Sumter*. I have the united good will of the British minister here and all the consular corps, as well as the Moorish authorities. The first parties named are, of course, strictly neutral, but at the same time I am very unpleasantly situated. My guards are all Moors and the prisoners have tried several times to bribe them. First, they offered a valuable gold watch and $100 in gold. This is very tempting to semi-barbarians. They finally offered to secure to them $5,000 to assist them in making their escape. I had to put them in irons, and Myers got a case knife and sawed off the rivets, and got the irons off and jumped out of the second story of the consulate, but fortunately into the consulate lot. He then got over the wall into the house of a Moor and was again arrested and taken back to his room, and the number of guards increased.

I understand that there is a bitter feeling against you and myself in Gibraltar; against me for what I have done in this matter, and against you for some remarks you seem to have made. I have never had the honor to know you, but you will please excuse me for advising you to keep cool and calm and give no offense to anyone; it is hard to do so, for the English, a great many of them, are extremely insulting to the Federals, and are nearly all on the side of the rebels. I am informed that a Federal man-of-war arrived at Cadiz on the 19th instant, and if you can not come after these men, will you do me the favor to telegraph to the captain of that man-of-war to come here immediately. It may be that the rebel portion of Europeans might combine with the Moors to raise a mob and try to have these men released. The captain of the *Sumter* is trying to get up a feeling in his favor for that purpose in Gibraltar, so by all means these persons should be placed on board of a Federal man-of-war as soon as possible, and I trust you will consider the very disagreeable position I am in and release me as soon as possible. Myers is a desperate man. He was commissioned in the Federal Navy on the 21st day of June, 1854, as paymaster with the rank of lieutenant, and is a citizen of the State of Georgia. About this there can be no possible doubt; I found out his name and his residence through Tunstall, and then referred to the U. S. Navy Register, on page 46, for the year 1861, and find Henry Myers as paymaster, etc., as above stated.

Excuse any mistake in my letter, as I write in great haste to get it ready for the boat about to leave.

I have the honor to be, sir, your obedient servant,

JAMES DELONG,
U. S. Consul.

COMMANDER OF THE TUSCARORA.

P. S.—I learned last evening that there is a secret movement on foot. The captain of the *Sumter* is making many false representations to accomplish some deep plot. I want the presence of a Federal man-of-war in the bay.

J. DEL.

Order from Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, to Acting Volunteer Lieutenant J. P. Creesy, commanding U. S. ship Ino, to receive Confederate prisoners Myers and Tunstall.

U. S. S. TUSCARORA,
Off Algeciras, February 25, 1862.

SIR: You will proceed with the *Ino* under your command to Tangier. On reaching that place you will confer with the U. S. consul, Jas. DeLong, with reference to the two rebel prisoners held by him, and deliver to him the accompanying letter. The consul will deliver to you the prisoners, whom you will receive on board and bring to this place for further instructions.

Very respectfully, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Lieutenant Commanding JOSIAH P. CREESY,
U. S. Ship Ino.

Report of Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, relative to arrest of Messrs. Myers and Tunstall at Tangier, and subsequent disposition of prisoners.

U. S. SHIP INO, *April 12, 1862.*

SIR: The above communication* must have been received by Captain Craven the next day (21st) [22d], and on the 22d Captain Craven sent telegram to Mr. Eggleston at Cadiz asking why the *Ino* did not come up. The consul, Mr. Eggleston, returned answer, "The *Ino* is a sailing ship, and will leave the first wind." The next morning the *Ino* sailed, and arrived up at 3 a. m. of the 24th, twenty-one hours from Cadiz, against half a gale of wind from the eastward, going in with very dark weather. Burned two white and two red lights and sent up three rockets for the purpose of getting him to indicate to me his position, that I might anchor near him; but no notice was taken of my signals, and I was obliged to find my way in in the dark as best I could; however, I was fortunate enough to anchor quite near him, and at daylight, sails being furled, I ordered the ship's numbers hoisted, when he responded by hoisting two numbers with cornet over, and which I did not understand, consequently, having been up all night—in fact, had not left the deck for ten minutes from the time of getting under way at Cadiz—I went and turned in, with the hope of getting some sleep, but a half an hour after an officer was on board from the *Tuscarora*. I got up, gave him some newspapers, but asked no questions of the officer, which I

*See p. 310.

might have done had he not been recalled by signal while selecting some papers for him. After this got breakfast and prepared to go on board the *Tuscarora* and on shore. At 11 o'clock went on board. Captain Craven met me on deck and invited me below; introduced me to his son, who is, I believe, his clerk.

After a few preliminary remarks, he asked me if I had brought my papers with me. I replied I brought none, when he intimated I ought to have done so. Told him as a matter of courtesy I might have done so, but did not feel that there was any obligation about it, as my instructions were specific; still I had no objection to his seeing them. "Why," said he, "I could send you to Rio de Janeiro if I chose." "Well," said I, "perhaps that is so." Not wishing to argue any point with him, turned the conversation by asking what signal it was that he had made in the morning. He replied, "I do not know, as I have no books." This struck me as being very strange, his having the signals and not the books; however, I made no further allusion to it, but dropped the subject, when he commenced conversation by informing me that he had sent a telegram to Mr. Eggleston (to have me remain at Cadiz) yesterday, 23d. Told him I should not have been satisfied short of a sight of the *Sumter*. He said he was very sorry I came up, as he did not want those of that vessel to see the ship.

No allusion was made to the prisoners at Tangier during this interview. (Wind from eastward, and liable to change at any moment, when I could not have gone to Tangier with westerly wind.) This was the sum and substance of the same. I next went on shore; was met by Mr. Robert Foreman, acting as the vice-consul, who introduced himself to me as the "vice-consul." As such, I requested that he should go with and present me to the governor. He did so, and I had a very agreeable interview, after which he accompanied me on board the admiral's ship to make my respects to him, and here, too, I was received with the greatest kindness and consideration. This over, I returned to my ship, and found no time to put foot upon the soil of Algeciras afterwards. The next day, at about 3 o'clock p. m., Captain Craven made his first call on board the *Juo*. I received him kindly and had a pleasant interview, in the course of which asked what it was about two prisoners said to have been arrested by the consul at Tangier. He looked enquiringly at me, and made some apparently evasive remark, such as, "I believe there were two men arrested there." I said to him that I inferred from his dispatch (of the 22d to Mr. Eggleston) that it was important I should be here, otherwise should have stopped there on my way up. (Here I would ask why he did not advise my doing so on my way up, when asking why the *Juo* did not come up, and why should he telegraph to Mr. Eggleston on the 23d to have me remain at Cadiz? The reason given by him for this move and herein expressed would hardly appear to be sufficient, under the circumstances.) Had I been passing through the straits in the daytime, should have called there upon the information I had already obtained by rumor at Cadiz. At this point the conversation changed by his asking how much provision I had on board. I informed him I had three or four months' provisions, when he said he had only sufficient for a fortnight, and talked in such a way as to leave me with the impression that he wished me to negotiate for provisions for him, as he was not allowed to even send his boat to Gibraltar, owing to his having made himself obnoxious, as he had informed me verbally, by threatening under certain circumstances (circumstances not explained) to fire into one of their men-of-war and let the Government settle it afterwards. About this time Captain Craven

returned to his ship and was back again before 4 o'clock with letter of instructions, No. 2,* of this correspondence, and a letter to James DeLong, esq., U. S. consul at Tangier, Morocco, copy of which has been forwarded the Department.

On receipt of these documents, Captain Craven having informed me that he had a mission of diplomacy to send me upon, I informed him I was most happy in the prospect of making myself useful, and should proceed to sea the moment there was sufficient wind to get underway. Made all preparations, hove short, and set all sail. Previous to this, however, received an anchor from the *Tuscarora*, which came alongside while preparing to leave. Got underway at dark, but wind failing, anchored in a few moments afterwards. At 2:30 a. m. of 26th, civil time, light breeze sprung up fortunately from E. N. E., made one stretch to the northward, tacked ship, and proceeded to Tangier, anchoring in that harbor at 7 a. m., in 10 fathoms water, letting go two anchors with 50 fathoms on each chain, wind blowing hard from the eastward. About 9 a. m. the health officer came alongside; took my bill of health, saying I was at liberty to go on shore. About 10 o'clock proceeded to the landing, and to the U. S. consulate, accompanied by my paymaster, Mr. Train, Dr. Burge, and Mr. Turner (boat officer), master's mate. Here we met Mr. DeLong, in a state of great excitement, and overjoyed at seeing the long-looked-for relief. After relating the story of the arrest of the pirates, and complaining bitterly of the omission of Captain Craven to notice his (consul's) letters, Mr. DeLong and myself proceeded to the residence of the ————, and had a pleasant interview with the governor. I informed him I should be glad to exchange the usual national civilities with him in the way of a salute. He requested to know at what hour, and I appointed 1 o'clock, to which he assented, and at which time it came off, and then allusion was made to the object of my visit. On being made acquainted with it he offered no objection, but seemed to acquiesce in the movement.

After alluding to the efforts made, and protests against such proceedings by the captain of the *Sumter* and his emissaries, feeling that all was right, we returned to the consulate, where, in a very short time, an immense gathering of people had surrounded the consulate buildings, and the first notice of it was the calling out of Mr. DeLong by one of his servants. A minute or two only had elapsed when Mr. DeLong returned, exclaiming: "For God's sake, gentlemen, what shall we do; there is a mob surrounding the building to prevent the prisoners being removed." At this, a voluntary move was made by all to rush to the door and see what was up. On reaching the same Mr. DeLong, my officers, and self made our way into the court leading to the consulate, causing the mob to fall back, the same being very clamorous for the liberation of the two prisoners. Some of them, and one in particular, who spoke English fluently and appeared to be one of the principal leaders of the mob, called loudly for the captain. On being informed who that person was, he addressed himself to me in a very boisterous manner, saying there were 200 men present ready to sign a paper that those prisoners should not be taken away from Tangier. I informed them that they would go, nevertheless. "Libertad" seemed to be the watchword with them. We then returned to the consulate, where I wrote a note and sent on board for 30 men, to be accompanied by my first and second officers, and armed with revolvers and cutlasses, bringing at the same time a sufficient number of pistols for the use of those already on shore.

*See p. 312.

This over, the men and officers came on shore, when soon a report came that they had all been shut up in the custom-house. Upon receipt of this information I at once proposed to go again to the governor's, and demand that they should be immediately released and allowed to proceed to the consulate, etc. Consequently the consul, myself, Mr. Train, and Dr. Burge went through the greatest crowd of rabble that in all probability ever congregated in the streets of Tangier to the governor's, which, after a long interview, and Mr. DeLong informing him that he should haul down his flag and leave the Moorish dominions, was complied with [*sic*]. The governor acquiesced, and sent a messenger to allow them to proceed to the consulate, where they were met by us on return to the consulate. At this time I saw and had my first interview with the prisoners, who were disposed to complain; but cutting that short, I asked them if they were disposed to go quietly with me on board the *Ino*. They desired to know what I was going to do with them. I told them it was my purpose to take them to Algeciras, when Tunstall, ex-consul at Cadiz, alluded to Captain Craven's being over there, and stated that he was a relation of his. I then demanded an answer to my question, when they both expressed their readiness to go. I then returned to the audience room, where my officers, men, and the consul had remained during my interview with the prisoners.

Here I addressed my officers and men, also the consul, informing them of the danger and risk to be incurred in this determination I had come to to take the prisoners at all hazards, stating to them we were engaged in a righteous cause, and that the Government of the United States expects every man to do his duty; consequently, this being our duty, we will proceed to perform it, knowing as I do that every man in this room will go with me to the death. At this three hearty cheers were given, every man manifesting his readiness for the work. Here Mr. DeLong also made some remarks to the purpose, and which were well received, after which Sir Drummond Hay, British minister, called upon Mr. DeLong, apparently to discourage his action in the matter of sending these men away (the prisoners), but as Mr. DeLong has probably communicated to the Department the object of his visit, it is useless for me to make further comment. At about 5:30 p. m. the prisoners were taken, each carried by two men. Officers and men formed in line, double file, and proceeded to the landing, the multitude falling back at our approach. No attempt was made to rescue them after leaving the consulate. I arrived safely on board the ship, Mr. DeLong having accompanied me on board, where he remained until 9 o'clock p. m., and returned home, expecting to see me in the morning, as I had promised him I should expect him off so as to give him the accustomed salute.

It was calm at this time, but at midnight a light breeze springing up off the land, and having some doubt about the propriety of remaining, concluded it best to depart. Accordingly got underway at midnight and proceeded to Algeciras, where I anchored at 5 o'clock a. m., having been absent twenty-six hours. In coming to in this place, I was unfortunate in giving some of the Spanish vessels a foul berth, from which was enabled to extricate her without the aid of steam. It was blowing fresh throughout the day, which prevented the ship from swinging and from colliding with one of the steamers. Notwithstanding my men were nearly worn out from real hard work and want of sleep, they were obliged to be on deck the most of the day heaving in chain and paying, as occasion required, to prevent trouble and damage; weather rainy. Having anchored at 5 o'clock I received before 10 my second communi-

cation (No. 3) from Captain Craven, which was replied to by mine (No. 3), to which I refer you, the same being sent to him by his messenger, the bearer of No. 4 to me.

On receipt of my No. 3, no notice having been taken of his No. 4, he called to see me, and his object appeared to be to ascertain what I intended to do with the prisoners. I informed him that I intended to cruise near the rock till falling in with some American ship to send them home by, after which should convoy her to 9° west and return to this vicinity. He seemed a little excited, but no unpleasant words passed between us.

The above was the substance of this interview. I had expected the wind would moderate toward sundown, at which time I intended to get underway and had run a hawser to the Spanish frigate ahead of me to assist me in doing so. I had by this time got one anchor and had hove in to the 30-fathom shackle on the other chain by which was holding on, when I set the topsails; but instead of moderating it was increasing, consequently, was very anxious, fearing a gale of wind, which might result in great damage to the *Ino*, one of the Spanish steamers, and the loss of my prisoners. These circumstances induced me to apply to Captain Craven to tow my ship into safety, when I could get to sea. Having sent No. 5 note, and getting No. 5, declining to assist me before morning, was induced to send note No. 6, at 10 o'clock p. m., when he returned answer saying he would help me in the morning; also that I might have got underway at any time during the day, and, therefore, he was not responsible for the delay, and took no notice of my appeal in behalf of the safety of the ship, which came as near being destroyed as she could be and yet miss it. After receiving this last refusal I then sent a note to the captain of the Spanish frigate, to which vessel I was then fast by a hawser. He immediately had his own boat manned with 20 men, took my officer with him, and went to the admiral's ship to see if he would be allowed to do so. I refer you to the note of the admiral. During the absence of the boat it came to blow a very heavy gale, during which the ship broke adrift (topsail furled at this time), the second anchor let go, and when she brought up she swung to the wind, clearing another man-of-war steamer by not more than a foot space between the *Ino's* spanker boom and the steamer's bow, and only about 25 or 30 feet between the vessels, as they lay head to the wind. My boat was unable to get back before half past 2 o'clock in the morning.

At daylight the commodore or admiral sent to know if he could assist me, when I informed him I would be glad of assistance if he could send me some men to assist in getting my anchors. At this time wind had abated very much. They sent 60 men on board to heave in my chains, but after awhile they gave that up, returned to the steamer, got up steam, and moved out of my way. The steamer which was lying the other side of me was also ordered to do the same thing. This gave me all the chance I wanted for getting away, and I never shall forget or cease to feel thankful for the kindness they manifested toward me in giving this timely aid. Notwithstanding Captain Craven's assertion that he would help me in the morning, he did not offer to do so; in fact, he never came or sent to see if he could aid me, but when nearly underway he sent his last communication, of which I took no notice, but proceeded to sea, with everybody pretty well used up. Cruised to the eastward of the rock for five days, with wind from the westward. On 5th March, with wind to the eastward, proceeded through the straits; called off Cadiz to forward dispatches, feeling

doubtful of those sent from Algeciras ever reaching their intended destination.

Off Cadiz fell in with the *Harvest Home*, put my prisoners on board, and accompanied her down off Cape St. Vincent, then returned to Cadiz on the 8th. Left there on the 11th, and anchored at Tangier on the 12th. Found Mr. DeLong, apparently a little annoyed at my apparent abrupt departure when leaving with the prisoners; but on explaining the importance of the move, he appeared to be quite satisfied. He informed me that he had received no letters from me in explanation of my leaving. This I was fearful of that my letters would not reach him, but on showing him copies of the letters I had sent him from Algeciras (including Captain Craven's letters to me), he was quite satisfied that I had acted wisely in leaving as I did. He stated that if Captain Craven came within his jurisdiction he would arrest and send him home. During my absence from Tangier he was over to Algeciras, and returned to the same place with me on the 13th instant.

When reaching Algeciras, I found the *Kearsarge*, Captain Pickering, very desirous that I should proceed to Palermo in search of two steamers, the *Oreto* and *Bermuda*, reported to be bound to that place to fit away as privateers; consequently, feeling that the *Sumter* could not possibly get away from Gibraltar, and that the Department would approve of this course, I gladly assented, and left the following day for said place.

I have the honor to be, sir, your most obedient servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding U. S. Ship Ino.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. chargé d'affaires at Madrid to Captain Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to receiving Messrs. Myers and Tunstall on board of Tuscarora.

LEGATION OF THE UNITED STATES OF AMERICA,
Madrid, February 26, 1862.

CAPTAIN: After welcoming you to this coast, where the presence of the privateer *Sumter* has long called for the attention of our Navy, I beg to say that Mr. Sprague, U. S. consul at Gibraltar and consular agent for Algeciras, has reported to me the arrest, by U. S. Consul DeLong, at Tangier, of a person calling himself a lieutenant of the *Sumter*, in company with Mr. Tunstall, late U. S. consul at Cadiz, who was deprived of his consulate for alleged infidelity to the Government he was serving. In reference to this case I feel it my duty to inform you that I do not regard the proceeding alluded to in the way it seems to have struck Mr. Sprague, according to his communication to you of 19th instant.

The rules of neutrality vary in different states, and especially the rules which obtain among civilized nations are not applicable to the Mohammedan or semi-barbarous powers. Consuls enjoy in Morocco an almost absolute jurisdiction over the persons of their fellow citizens or subjects, to the exclusion of the local jurisdiction of the town or that of the Emperor. Mr. DeLong therefore infringes no rule of public law in arresting a citizen of the United States found within his jurisdiction, for the crime of treason or for robbery on the high seas, any more than

if the arrest were for any other crime, and I beg you, if you can manage it without losing sight of the *Sumter* herself, to attend to Mr. DeLong's request and to receive the persons he has arrested aboard your ship as prisoners to be taken home to the United States for trial under our laws.

A telegram to the same effect has been sent you to-day, of which please find a copy enclosed.

Respectfully, etc., your obedient servant,

HORATIO J. PERRY,
U. S. Chargé d'Affaires.

Captain CRAVEN,
Commanding U. S. Steam Corvette Tuscarora, at Algeciras.

Report of Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, relative to disposing of prisoners Myers and Tunstall, and enclosing correspondence relating thereto.

U. S. SHIP INO,
Algeciras Roads, February 27, 1862.

SIR: Enclosed with this please find accompanying documents, which will explain the object of my going to sea to-day. Shall cruise near the rock of Gibraltar till falling in with an American ship to send home my prisoners, succeeding in finding which, shall convoy her through the strait as far as 9° west longitude and return to this vicinity, where I shall hope to find the *Sumter* still remaining; shall look out that she does not pass out without being intercepted. I am so much fatigued for want of rest and sleep that I can not write you so fully as I wish. Owing to rough weather had no opportunity to do any writing on my passage from Boston to Cadiz, and on arrival was so much fatigued as to be unable to give my mind to it. After getting clear of my prisoners, or previous to that, I may have an opportunity to finish up to date of my next.

I regret to say that in coming to in this road I lost an anchor and 15 fathoms of chain in 11 fathoms of water. The place where lost was buoyed, and Captain Craven has volunteered to get it for me. This was when I left for Tangier; but while away the weather was bad and he could not get it, but says he will do so after I leave. I obtained from him another anchor and receipted for same. I left my boat davits to be straightened at Algeciras when leaving for Tangier, but to-day I learn they have not as yet been sent from the *Tuscarora* to the smith's. Captain Craven says to-day he will have it attended to. My boat lost on passage out I have not replaced, nor other damage sustained have I had replaced. Perhaps the whole, anchor and chain exclusive, will not amount to more than $200.

I beg to call your attention to the fact of having no specie on board. That which was promised by the paymaster at Boston navy yard did not come, but Treasury notes were substituted for the same. This I did not know till about leaving the pilot, at which time I wrote to Commodore Hudson requesting him to notify the Department, that I may be placed with credit to supply my wants at Cadiz, and feeling I may be in this vicinity some time I should be glad to be relieved by draft on Cadiz or at Algeciras or at Gibraltar. Either of the consuls would be able to communicate with me at intervals and signify that I should be

at liberty to draw when in possession of the necessary credit without more time.

I am, sir, with the highest respect, your faithful servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary United States Navy.

[Enclosures.]

[U. S. S.] TUSCARORA, *February 27, 1862.*

DEAR SIR: If you have not yet sent the pirates on shore I would like to see you on the matter.

Very respectfully,

T. AUGS. CRAVEN,
Commanding.

Lieutenant Commanding J. P. CREESY,
U. S. Ship Ino.

[Endorsement.]

Commander Craven came to see me.

J. P. C.

—

U. S. S. TUSCARORA,
Off Algeciras, February 27, 1862.

SIR: On examination into the laws of neutrality I find we have no right to detain prisoners in the port of a neutral; the alternative is presented of going to sea or releasing the prisoners and sending them on shore. Under such circumstances, you will therefore release the rebel prisoners you have on board.

Very respectfully, your obedient servant,

T. AUGS. CRAVEN.
Commander.

Lieutenant Commanding J. P. CREESY.

—

U. S. SHIP INO,
Off Algeciras, February 27, 1862.

SIR: I am in receipt of your favor of the above date, and note its contents. Without further comments than to say I positively decline to give these men up, and in coming to this conclusion, having no other alternative, shall proceed to sea immediately, where I can carry out my instructions quite as much to the interest of the Government as to be lying here.

Meantime remain, your most obedient servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding.

Captain T. AUGS. CRAVEN,
U. S. Ship Tuscarora.

[Telegram.]

MADRID, *February 27, 1862—12:25 p. m.*
(Received Algeciras, 1:15 p. m.)

Pray take the Tangier prisoners in custody aboard your ship, if it can be done without losing sight of the *Sumter*. Letter to-day.

HORATIO J. PERRY,
Chargé d'Affaires.

Captain CRAVEN,
On board Steamer Tuscarora.

Report of Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, relative to cruise from Portsmouth, N. H., and that the C. S. S. Sumter was last heard of at Gibraltar.

U. S. STEAM SLOOP KEARSARGE,
Madeira, February 22, 1862.

SIR: I have the honor to report the arrival of the *Kearsarge* at this port to-day at 5 o'clock p. m., with 67¼ tons coal in her bunkers, after a rough and boisterous passage of seventeen days and three hours from Portsmouth, N. H., having been seven days and eight hours under steam.

Before leaving Portsmouth I was directed per telegraph to touch at the Western Islands, and it was my intention, though against my judgment, to have obeyed the order literally, and to have touched at Fayal, but after the loss of my boats, as stated below, and the necessity of relieving myself of the launch, which encumbers my forward pivot gun, I determined to run for this port, where I shall leave the boat and pick her up on my return westward.

I learn from the U. S. consul at this place that the *Sumter* has left Cadiz and was last heard of at Gibraltar, which port she was ordered to leave within twenty-four hours. I shall lose no time here further than is necessary to water and coal, though I much fear, from the engineer's report (respectfully enclosed) that the machinery will unavoidably detain me two or three days longer, in which case I shall repair and extend hammock nettings, and replace the head fixtures, etc., the want of which is a serious inconvenience to the crew.

I wish I could make a favorable report of the vessel, but am constrained to say that with her present weight of armament she is only adapted to river and harbor defense. Her bulwarks and combings of hatches are so extremely low, and she rolls so deeply, as to force the necessity of battening down the hatches even in moderate gales. During the passage there has not been a day in which it would have been at all safe to cast loose the pivot guns.

On the third day out my waist boats were driven from their fastenings and the weight brought upon the davits which, being inadequate in strength, were doubled up like so many priming wires. The lee boat, containing the dinghey, was swept from the ship's side. The weather boat, or launch, after great exertion, was got inboard and secured, though not until she was stove. The straps of the waist boats being secured or supported by iron rods, toggled in the middle of the hammock nettings, tore adrift the hammock cloths, and hurled some dozen hammocks into the sea. As no davits or any preparations were made for carrying the gig, I was obliged to leave her at Portsmouth. Thus it will be seen that after the loss of the first cutter and

dinghey, and the bilging of the launch, I was left with but two quarter boats, and they so curiously secured as to render it impossible to get either into the water, even in smooth weather, in anything short of twenty minutes.

On the second day out, immediately after getting into rough water, I found my cabin and stateroom flooded from two sources, the imperfect fitting of the quarter gallery water works (rendering this convenience useless during the passage) and the flow of water over the rudder head, which is cut off near a level of the water line; and the steering quadrant preventing a sufficient height to the rudder casing renders it almost hopeless of remedy. In moderate weather I have been obliged to walk about the cabin on gratings, and in rough weather in India-rubber boots. Notwithstanding the constant bailing of water from the cabin day and night, it found its way into the wardroom and endangered the magazines, from the passage of which, in moderate weather, the water was bailed out before it overflowed the risings at magazine doors.

It is hazardous in any vessel, especially a steamer, and at this season, to be fitted without spare tiller or relieving tackles. This vessel has neither, while her wheel ropes are badly fitted. The hammock nettings are so shallow, and extend so short a distance from forward aft, that with the best stowage not more than three-fourths of the hammocks can be stowed, leaving some forty to be stowed about deck. The shell rooms also being found wanting in capacity for the accommodation of shell, one of the sail rooms was diverted from its object to meet the requirements in the ordnance department, thus leaving ship's and boat's awnings, wind sails, etc., to be stowed about decks.

On the 10th of February the head railings and head fixtures were washed away, and hammock nettings stove, which circumstance, together with the constant and suffocating smoke upon the berth deck, occasioned by the diminutive diameter of the galley smoke pipe, has rendered the crew exceedingly uncomfortable and swelled the sick list during the passage.

The air ports fore and aft the ship leaked badly, in spite of all the screwing that was safe to put upon them; none of them could be removed until our arrival here, when it was found they were packed with satinet instead of fearnaught, and that furnished in the ship's stores I find but little better, being one-third cotton.

The engines have performed well during the passage out, for new engines, requiring stoppages only for keying up and heated journals. The greatest speed, under the most favorable circumstances, without the assistance of sails, has been 8¼ miles per hour; under sail, without steam, scudding under close-reefed topsails and propeller disconnected, she has frequently made 10 and 11 knots per hour; "lays to" perfectly well with propeller disconnected, under close-reefed fore and main topsails and close-reefed spanker, carrying two spokes lee helm.

I would respectfully suggest that in steamers of this class 3 or 4 feet additional beam would add to their stability, capacity, buoyancy, and efficiency, enabling them to fight their guns with safety in a seaway, give space for the stowage of ammunition, stores, etc. (the want of which in this ship is a lamentable and serious evil), and diminish the draft, all of which points are of the highest importance.

I have the honor to be, your obedient servant,

C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, to Commander T. A. Craven, commanding U. S. S. Tuscarora, expressing desire to cooperate in pursuit of C. S. S. Sumter.

U. S. SHIP INO,
Algeciras Roads, February 25, 1862.

SIR: Being here in pursuit of the pirate *Sumter*, and supposing you to be on the same mission, viz, the capture or destruction of that vessel, I beg to say that I am ready to cooperate with you for the furtherance of that object so far as it is consistent with my instructions from the Navy Department. Any suggestions from you upon the subject will be received with the highest consideration for your rank, station, and personal worth. Meantime I remain, sir,

Respectfully, your obedient servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding U. S. ship Ino.

Captain T. A. CRAVEN,
U. S. S. Tuscarora.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of his arrival at Gibraltar and enclosing correspondence with the colonial authorities there.

U. S. S. TUSCARORA,
Off Algeciras, February 25, 1862.

SIR: I have the honor to report to you that, in pursuance of my intentions, of which you were informed in my letter of 3d instant, I, after the escape of the *Nashville*, came direct to Gibraltar, fortunately finding the pirate *Sumter* at anchor on my arrival there, February 12.

Immediately after my arrival I was visited by one of the governor's aids, who served upon me a printed copy of the "neutrality notice of 31st January," accompanied by a letter from the colonial secretary, who, under the direction of the governor, requested me to signify my compliance with the rules laid down. My reply to the secretary is exhibited in the accompanying copy, marked A.

In accordance with the rules, I left the waters of Gibraltar in about twenty-four hours after my arrival there, and anchored on the Spanish side of the bay.

On the 19th I sent a boat across the bay, with the surgeon and paymaster, to place an invalid on board of a homeward-bound vessel then underway; this service performed, the officers had my permission to land at Gibraltar and send the boat immediately back to the ship.

On the 20th instant I was surprised to receive a letter signed jointly by the governor and senior naval officer, copy of which, marked B, is herewith enclosed. This letter I consider as offensive and insulting throughout, and as offering indignity to my Government.

Upon the mere accusation of a deeply dyed traitor to our country, a man who had violated his oath of fidelity to the laws and Constitution of the United States, a man whose chief boast is that he has plundered, robbed, and destroyed the unarmed merchant vessels of our country—I say, upon the bare complaint of this perjured man, I found myself condemned, without a hearing, of having committed an official impropriety in taking undue advantage of my position, and thus summarily sentenced to abstain from sending my boats across the bay.

Fully satisfied that under the "rules" I had a right to proceed to Gibraltar at any time, with this ship, and remain there twenty-four hours, I can not perceive any impropriety in sending a boat to that place, nor did I for one moment suppose that such an act could be tortured into a breach of neutrality.

I could not but feel that the joint letter of the two officers named, instigated as it was by the complaint of a pirate, was an affront to the flag under which I have the honor to serve; my patience had been already taxed to the utmost at Southampton, and it was hardly to be expected that under this new indignity I should remain silent. It must be remembered that the charge against me came from the avowed and bitter foe of my country, who, in addition to the other evils inflicted by him on the citizens of the United States, now sought to annoy and obstruct me in the discharge of my duties. How could I, under all the circumstances, be expected to meet with patience a grave accusation from such a source—an accusation which resulted in seriously interfering with me?

If I have used harsh epithets in speaking of the captain of the *Sumter*, they are only such as his course for the past year has entitled him to, and it is vain to say that inasmuch as the British Government have made a "quasi" recognition of the rebel States, I, an officer of the United States, must so govern my language as to suit the taste of those who afford "comfort," if not aid, to the enemies of my greatly suffering country. It was an injustice to me, as well as an offense, thus to have condemned and censured me without having given me an opportunity for explanation.

A copy of my reply to the joint letter is marked C, and there is nothing in it that I can wish to change.

Early in the morning of the 22d instant I dispatched a boat to Gibraltar, with a communication (copy marked D) for the governor; in the course of the same day I received by mail a letter (copy marked E) dated 21st, to which I was preparing an equally courteous reply when I was visited by an officer having two letters (copies marked F and G).

To neither of these last documents have I made any reply, believing that a correspondence of such asperity is productive of no benefit, and even in my own defense I can not, with dignity, communicate through the only channel left to me, which I consider as a restriction not becoming to my position.

In submitting to you this correspondence I have but little to add. To a calm and dispassionate examination of the case it will be evident that whatever of offense has occurred was not through initiation on my part.

I was yesterday visited by the U. S. consul for Gibraltar on the subject of this correspondence; he had received a visit in reference to the matter from Captain Warden, at whose instance he called on the governor, with whom he discussed it. It appears they wanted an apology, or some explanation from me. As I had none to make, I declined further writing unless the unbecoming restrictions were removed. I told the consul he might say to the governor that I intended no disrespect to him personally or officially; that I had felt that an indignity had been inflicted on me, and had met it with what I considered a becoming tone; that the governor had no right to take offense at my having applied to the pirate captain the only epithets which, under the laws of the United States, appertain to him

In the course of the interview previously held with the governor by the consul, the governor informed him that by his construction of the

"rules," the *Sumter* might remain at Gibraltar as long as the captain desired. This intimation will of itself indicate the true position of affairs.

In direct contrast with the remarkable treatment I have received from the British authorities, I am gratified to speak of the courtesies of the Spanish officers on shore and in the large squadron at anchor here.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

SECRETARY'S OFFICE,
Gibraltar, February 12, 1862.

SIR: I am directed by his Excellency the governor to enclose an official copy of rules laid down with regard to belligerent vessels entering this port. These rules are a confirmation of those which have previously been imposed upon and observed by the commander of the C. S. S. *Sumter*, by a letter dated 28th ultimo, an extract from which is as follows:

> You are aware of the determination of her Majesty's Government to maintain the strictest neutrality in the hostilities which are now being carried on between the United and the Confederate States of North America. In order to cause that neutrality to be effectually respected throughout the Queen's dominions, her Majesty has directed (in accordance with a long-established European practice) that no ship of war, privateer, or other armed vessel belonging to either of the belligerents, which shall anchor in any British port, shall be allowed to quit her anchorage within twenty-four hours after any vessel belonging to the adverse belligerent, whether armed or unarmed, shall have left the same port.
>
> In order to give effect to her Majesty's orders I am to desire that, on the arrival of any such armed vessel in any port or roadstead within your Government, you will notify this rule to her commander, and will inform him that in case he should infringe it, his Government will be held responsible by that of Great Britain for violating the neutrality of British waters.

I forward the extract in order that there shall be no misunderstanding as to this rule being in force at once at Gibraltar.

It is necessary to inform you that any act of hostility attempted within the jurisdiction of Gibraltar will be at once prevented by all means at the disposal of the English authority.

It would be agreeable to the governor to know that your understanding of the obligations of international law is similar to that herein laid down, and that you will act accordingly, in which case he would repose full confidence in you (as he has in others) that the neutrality of this port would not be infringed.

The governor communicated on the 6th instant to the commander of the *Sumter* his desire that no person under the rank of an officer should land or be sent to the water port or other parts of this fortress armed, and he requests you will give similar orders to those under your command.

I have the honor to be, sir, your obedient servant,

S. FREELING,
Colonial Secretary.

[Commander T. A. CRAVEN,
Commanding U. S. S. Tuscarora.]

[Enclosure.]

NOTICE.

SECRETARY'S OFFICE,
Gibraltar, February 10, 1862.

The following copy of a letter from Earl Russell to the lords commissioners of the admiralty is hereby published for general information.

By command.

S. FREELING,
Colonial Secretary.

FOREIGN OFFICE, *January 31, 1862.*

Her Majesty, being fully determined to observe the duties of neutrality during the existing hostilities between the United States and the States calling themselves the Confederate States of America, and being, moreover, resolved to prevent as far as possible the use of her Majesty's harbors, ports, and coasts, and the waters within her Majesty's territorial jurisdiction, in aid of the warlike purposes of either belligerent, has commanded me to communicate to your lordships for your guidance the following rules, which are to be treated and enforced as her Majesty's orders and directions.

Her Majesty is pleased further to command that these rules shall be put in force in the United Kingdom and in the Channel Islands on and after Thursday, the 6th of February next, and in her Majesty's territories and possessions beyond the seas six days after the day when the governor or other chief authority of such territories or possessions, respectively, shall have notified and published the same, stating in such notification that the said rules are to be obeyed by all persons within the same territories and possessions.

I. During the continuance of the present hostilities between the Government of the United States of North America and the States calling themselves "the Confederate States of America," or until her Majesty shall otherwise order, no ship of war or privateer belonging to either of the belligerents shall be permitted to enter, or remain in the port of Nassau, or in any other port, roadstead, or waters of the Bahama Islands, except by special leave of the lieutenant-governor of the Bahama Islands, or in case of stress of weather. If any such vessel should enter such port, roadstead, or waters, by special leave, or under stress of weather, the authorities of the place shall require her to put to sea as soon as possible, without permitting her to take in any supplies beyond what may be necessary for her immediate use. If, at any time when this order is first notified in the Bahama Islands, there shall be any such vessel already within any port, roadstead, or waters of those islands, the lieutenant-governor shall give notice to such vessel to depart, and shall require her to put to sea within such time as he shall, under the circumstances, consider proper and reasonable. If there shall then be ships of war or privateers belonging to both the said belligerents within the territorial jurisdiction of her Majesty, in or near the same port, roadstead, or waters, the lieutenant-governor shall fix the order of time in which such vessels shall depart. No such vessels of either belligerents shall be permitted to put to sea until after the expiration of at least twenty-four hours from the time when the last preceding vessel of the other belligerent (whether the same shall be a ship of war, or privateer, or merchant ship) which shall have left the port, roadstead, or waters, or waters adjacent thereto, shall have passed beyond the territorial jurisdiction of her Majesty.

II. During the continuance of the present hostilities between the Government of the United States of North America and the States calling themselves "the Confederate States of America," all ships of war and privateers of either belligerent are prohibited from making use of any port or roadstead in the United Kingdom of Great Britain and Ireland, or in the Channel Islands, or in any of her Majesty's colonies or foreign possessions or dependencies, or of any waters subject to the territorial jurisdiction of the British Crown as a station or place of resort for any warlike purpose, or for the purpose of obtaining any facilities of warlike equipment; and no ship of war or privateer of either belligerent shall hereafter be permitted to sail out of or leave any port, roadstead, or waters, subject to British jurisdiction, from which any vessel of the other belligerent (whether the same shall be a ship of war, a privateer, or a merchant ship) shall have previously departed, until after the expiration of at least twenty-four hours from the departure of such last-mentioned vessel beyond the territorial jurisdiction of her Majesty.

III. If any ship of war or privateer of either belligerent shall, after the time when this order shall be first notified and put in force in the United Kingdom and in the Channel Islands, and in the several colonies and foreign possessions and dependencies of her Majesty, respectively, enter any port, roadstead, or waters belonging to her Majesty, either in the United Kingdom or in the Channel Islands, or in any of her Majesty's colonies or foreign possessions or dependencies, such vessel shall be required to depart and to put to sea within twenty-four hours after her entrance into such port, roadstead, or waters, except in case of stress of weather or of her requiring provisions or things necessary for the subsistence of her crew, or repairs; in either of which cases the authorities of the port, or of the nearest port, as the case may be, shall require her to put to sea as soon as possible after the expiration of such period of twenty-four hours, without permitting her to take in supplies beyond what may be necessary for her immediate use; and no such vessel which may have been allowed to remain within British waters for the purpose of repair shall continue in any such port, roadstead, or waters for a longer period than twenty-four hours after her necessary repairs shall have been completed: *Provided, nevertheless*, That in all cases in which there shall be any vessels (whether ships of war, privateers, or merchant ships) of both the said belligerent parties in the same port, roadstead, or waters within the territorial jurisdiction of her Majesty, there shall be an interval of not less than twenty-four hours between the departure therefrom of any such vessel (whether a ship of war, privateer, or a merchant ship), of the one belligerent, and the subsequent departure therefrom of any ship of war or privateer of the other belligerent; and the times hereby limited for the departure of such ships of war and privateers, respectively, shall always, in case of necessity, be extended so far as may be requisite for giving effect to this proviso, but not further or otherwise.

IV. No ship of war or privateer of either belligerent shall hereafter be permitted, while in any port, roadstead, or waters subject to the territorial jurisdiction of her Majesty, to take in any supplies, except provisions and such other things as may be requisite for the subsistence of her crew, and except so much coal only as may be sufficient to carry such vessel to the nearest port of her own country, or to some nearer destination; and no coal shall be again supplied to any such ship of war or privateer, in the same or any other port, roadstead, or waters subject to the territorial jurisdiction of her Majesty, without special

permission, until after the expiration of three months from the time when such coal may have been last supplied to her within British waters as aforesaid.

I have, etc.,

RUSSELL.

A.

U. S. S. TUSCARORA,
Gibraltar Bay, February 13, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 12th instant, enclosing a copy of the rules respecting belligerents. His Excellency the governor may rest assured that it is my intention to comply with all the requirements of British neutrality.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

S. FREELING, Esq.,
Colonial Secretary.

B.

GIBRALTAR, *February 20, 1862.*

SIR: A boat from the *Tuscarora*, now at anchor at Algeciras, came across the bay yesterday morning. Captain Semmes complains that she pulled round the *Sumter* as if watching her.

It is necessary for the maintenance of the neutrality of this port that advantage should not be taken of the close proximity of a foreign anchorage, in some places only 2¼ miles distant, in aid of any warlike purpose. Considering, as we do, that the presence of the boat represents the ship herself, we are of opinion that its presence under such circumstance is an infringement of the rules of which you were given a copy on the 12th instant. We therefore request you will be good enough, during the stay of the *Tuscarora* in the Spanish waters of this bay, to abstain from sending your boats at all into these waters.

We have the honor to be, sir, your obedient servants,

W. J. CODRINGTON,
Lieutenant-General and Governor.
FRED. WARDEN,
Senior Captain.

[Commander T. A. CRAVEN,
Commanding U. S. S. Tuscarora.]

C.

U. S. S. TUSCARORA,
Off Algeciras, February 20, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this day. The complaint of the captain of the pirate *Sumter* is without a shadow of truth. I summoned before me the coxswain of the boat, and in the presence of the officer who brought me your letter asked him as to what course he steered in returning from Gibraltar yesterday. He said he came straight across, passing somewhat to the

southward of the *Warrior*. The boat was sent over on business of the ship, and from the course taken by the officer of the boat I know, from my own observation, that he made a great circuit to the southward.

I am mortified, sir, in being compelled to make these explanations against accusations of one who is regardless of truth or honorable sentiment. Your request that I will not send boats to Gibraltar deprives me of sending for mails or communicating with the U. S. consul, and I must in good faith enquire of you whether it is right that on the false accusation of a notorious corsair you should desire to prohibit me from intercourse with the town under your command.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

General Sir WILLIAM [J.] CODRINGTON,
Governor of Gibraltar.

D.

U. S. S. TUSCARORA,
Off Algeciras, February 22, 1862.

SIR: I have the honor to submit to you that, on my arrival in the waters of Gibraltar on the 12th instant, I received from the colonial secretary, under your instructions, an official copy of "Rules laid down with regard to belligerent vessels entering the port." In accordance with those "rules," I, with the vessels under my command, promptly departed from British waters. I observe, however, that the corsair *Sumter* remained in undisturbed possession of her anchorage at Gibraltar. May I ask, sir, under what section of the "rules" that vessel is permitted to remain in British waters [from] which a vessel belonging to the United States is excluded?

In behalf of the Government of the United States, and under the well-defined ruling of international law, I have to protest against what appears to be a departure from these "rules," which require that neutrals shall be strictly impartial and honest.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

General Sir WM. [J.] CODRINGTON,
Governor of Gibraltar.

E.

GIBRALTAR, *February 21, 1862.*

SIR: I have to acknowledge the receipt of your letter of yesterday, and to express my regret that you should think it necessary to use such terms in your correspondence with me as "the captain of the pirate *Sumter*," "notorious corsair," and "a man regardless of truth or honorable sentiment."

I do not wish unnecessarily to be made the recipient of terms of abuse leveled against anyone; still less against an officer who, in his written and personal communications with me, under circumstances of annoyance and difficulty to himself, has not forgotten what is due to his own

position and to the position of those with whom he was in correspondence.

The Government of England has recognized the United States and the so-called Confederate States of America to be belligerents, with belligerent rights. You are aware of this fact, and it renders your terms of "pirate" and "notorious corsair," applied to a Confederate vessel in this anchorage, incorrect and offensive to the authority thus granting and maintaining the rights of neutrality.

You have not touched upon the main ground of the decision of Captain Warden and myself as to your boats coming into Gibraltar from Algeciras, viz, that they are in law part of the ship itself, and that their presence here, coming from Spanish waters close to Gibraltar, is an infringement of rules which must be observed. With regard to your being deprived of sending for mails or communicating with the U. S. consul of Gibraltar whilst you are at Algeciras, and your enquiry as to my desire to prohibit you from intercourse with this place, I can only say that the decision of Captain Warden and myself, in our joint letter of yesterday, refers only to the point mentioned in that letter. The use of this anchorage will be given and limited to both belligerents equally; but it is not right for one belligerent to obtain for his ship the advantage of absence in a neighboring foreign port, and of presence at the same time in this port by means of his boats.

It would have been better to have made strict enquiry into the facts as to the course taken by your boat before you declared the complaint to be "without a shadow of truth." I have to inform you that your boat did not pass "straight across" from the water port to you, and that it did not pass "somewhat to the southward of the *Warrior*."

Your boat went out of its straight course materially; it passed to the east, to the north, to west, and pretty close to the *Sumter;* it passed north and west of the port vessel; afterwards between the P. and O. hulk and H. M. S. *Warrior*, going to the north of the *Warrior*. These facts are established by English officers who saw your boat.

I regret the necessity of having thus to remark upon the expressions and statements in your letter. Difficult questions arise, and official differences may take place under the painful circumstances of the war between the Northern and Southern States of America; but it has ever been, and will still be a pleasure to me to show to the Navy of the United States the consideration and hospitality which the English Government wishes to afford to all those who make use of the harbors under its control.

I am, sir, your obedient servant,

W. J. CODRINGTON,
Lieutenant-General and Governor.

Commander T. A. CRAVEN,
U. S. S. Tuscarora, Algeciras.

F.

GIBRALTAR, *February 22, 1862.*

SIR: I have to acknowledge the receipt of your letter of this day's date, delivered to me by one of the officers of the *Tuscarora*. I enquired how he came over. He informed me, by one of the *Tuscarora's* boats, which, after the joint letter from Captain Warden and myself, I was surprised to see passing into these waters. This will be the subject of a separate communication to you.

You state that, in accordance with the rules which I had communicated to you on your first anchoring in Gibraltar, you "promptly departed from British waters." You certainly did so, and entirely by your own free will. I had nothing to say to your departure or to your interpretation of the rules communicated to you. The Confederate steamer *Sumter* remains here under proper authority, and I decline to discuss with you the rules to which you refer, your particular interpretation of them, or to account to you for my proceedings under them.

In reference to the last sentence in your letter (I quote your words), that you "protest against what appears to be a departure from those rules which require that neutrals" (meaning, I presume, the English Government and myself as governor of Gibraltar) "shall be impartial and honest." If you are aware of the effect of this latter epithet, you have communicated to me for the English Government a direct and insulting insinuation, as indecorous for you to have written as it is improper for me to receive. If you are not aware of it, it is right for me to show you the effect of language which I trust a regard for your own position will prevent you from repeating in your correspondence with me.

I have the honor to be, your obedient servant,

W. J. CODRINGTON,
Lieutenant-General and Governor.

Captain CRAVEN,
Commanding U. S. S. Tuscarora.

G.

GIBRALTAR, *February 22, 1862.*

SIR: Notwithstanding the notice which you received on the 20th instant, requesting you to abstain from sending any boat at all, belonging to the *Tuscarora*, into these waters while you were in the Spanish waters of this bay, we observe that your launch containing three officers passed to the water port this morning from the *Tuscarora*. A courteous message was sent to the officer of that boat when at the water port by a lieutenant of H. M. S. *London*, requesting him to withdraw and return immediately to his own ship, which he did, taking, however, a quantity of supplies which, under the circumstances in which the *Tuscarora* is placed, he ought not to have done without permission. This occurrence places us under the necessity of acquainting you that for the future orders will be given to the officers commanding her Majesty's ships in this anchorage, to prevent any boat whatever belonging to the *Tuscarora* from repeating this breach of our notice conveyed to you on the 20th.

This order does not prevent your communicating with your consul, or with the British territory generally, inasmuch as there is a daily communication by means of a merchant steamer, and the regular post affords the necessary opportunity for your correspondence.

In the event of your wishing to make any communication to us which can not be trusted to other means, we desire that the approach of your boat be limited to a direct course to H. M. [ship] *London*, now at anchor in the north part of the harbor, the captain of which ship will transfer your communication to us.

We have the honor to be, sir, your obedient servants,

W. J. CODRINGTON,
Lieutenant-General and Governor.

FRED. WARDEN,
Senior Naval Officer.

Commander CRAVEN,
U. S. S. Tuscarora.

Letter from the U. S. consul at Gibraltar to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to correspondence between the governor of Gibraltar and Commander Craven.

[Confidential.]

SATURDAY, 3 P. M., *February 22, 1862.*

MY DEAR SIR: The British senior naval officer here has called upon me on the subject of the tone of your correspondence with the governor, and at his request I called upon his Excellency, who expressed not only his surprise but regret at the wording of your notes to him, which he somewhat considers as an insult upon the British Government and also to himself. In fact, our interview was a long and very frank one, and I now write to say that I shall endeavor to go to Algeciras to-morrow morning to see you on the subject and explain to you exactly how matters stand. As I stated to you when I first had the pleasure of making your acquaintance, endeavor to abstain from doing anything that might be considered a violation of neutral rights. Your boats are prohibited from coming over, because they are legally a part and parcel of the ship. If you require provisions you are at liberty to cross over in ship and remain twenty-four hours. As to the *Sumter*, I am still of opinion that the report that she takes in coal at night is incorrect. I mentioned the circumstance to the general and the senior naval officer, and they inform me neither party can receive any coal without an order from them. I further learn that the *Sumter* having arrived here before the rules laid down by Earl Russell were put in force she can remain here as long as she likes, and it would also have been the case if the *Tuscarora* had arrived here before they were in force.

I have found his Excellency very frank in all he had to say to me, and, while I have no control over your own actions, may I beg to solicit in the name of our Union a course of action to prevent any further bad feeling and irritation, which can do no good, but may bring about serious consequences to our Government. To-morrow I shall converse fully upon these points and hope you will give me a hearing.

Yours, sincerely,

H. J. SPRAGUE.

Captain CRAVEN,
U. S. S. Tuscarora.

Report of Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, relative to departure of his ship from Madeira to Cadiz.

U. S. S. KEARSARGE, *Madeira, February 27, 1862.*

SIR: I have the honor to report my departure from this port for Cadiz at 4 p. m. to-day.

* * * * * * *

I have the honor to be, your obedient servant,

C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order and instructions from Secretary of the Navy to Commander Thatcher, U. S. Navy, commanding U. S. sloop Constellation, relative to protection of United States commerce from Confederate privateers and cruisers in the Mediterranean Sea.

NAVY DEPARTMENT, *February 28, 1862.*

SIR: As soon as the U. S. sloop of war *Constellation* is ready for sea, proceed with her with all practicable dispatch to the Mediterranean, touching on the way at the Azores, Lisbon, and Cadiz.

The main object in sending the *Constellation* to the Mediterranean is the protection of our commerce from the piratical depredations of vessels fitted out by those in rebellion against the United States. The principal one of these vessels, the *Sumter*, which has so far eluded our cruisers, when last heard from was in the vicinity of Gibraltar. Your chief duty will be the pursuit of that vessel should she remain in that quarter. At the same time, however, you will exercise vigilance in all cases.

Keep the Department advised of your proceedings and movements, and inform it, from time to time, at what point letters will be most likely to reach you.

Before sailing from Portsmouth, N. H., transmit to the Department a muster roll of the crew and a separate list of the officers of the *Constellation*.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander HENRY K. THATCHER,
Commanding U. S. Sloop Constellation, Portsmouth, N. H.

Passage of the C. S. S. Nashville into Beaufort, N. C., February 28, 1862.

Report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, of the escape of C. S. S. Nashville into Beaufort, N. C.

U. S. S. STATE OF GEORGIA,
Off Beaufort, N. C., February 28, 1862.

SIR: I have to report to you that at daylight this morning a steamer was discovered near the land, and, notwithstanding I chased and fired at her until well within range of the guns of Fort Macon, she succeeded in making good her entry into the harbor of Beaufort. The steamer is said to be the *Nashville* by officers acquainted with her. Deeming it highly important that you should be informed of this fact as soon as possible, I have under cover of the night run down to the westward and dispatched a boat to communicate with the senior officer off Wilmington. I have notified him that having been on this station since January 29 my coal is getting so low that a proper regard for the safety of this ship will compel me to leave in a short period for Fortress Monroe, and that owing to the facility of egress from Beaufort by three channels it is impossible for us alone to detect a vessel attempting to escape on a dark night, and I requested his assistance.

I am, sir, very respectfully, your obedient servant,

JAS. F. ARMSTRONG,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron,
Hampton Roads, Va.

UNITED STATES SHIP CONSTELLATION.

Letter from the Secretary of the Navy to Captain Marston, U. S. Navy, senior officer, Hampton Roads, requesting further reports regarding escape of the C. S. S. Nashville.

NAVY DEPARTMENT, *March 6, 1862.*

SIR: Your dispatch of the 5th instant, conveying the intelligence of the successful escape of the *Nashville* into Beaufort, N. C., has been received. The Department requires a more full statement from Commander Armstrong of this most unfortunate occurrence. Let the other commanding officers who were present make a report: also the first lieutenant of the *Georgia.*

* * * * * * *

The Department is unable to learn what measures you can take to keep the *Nashville* in Beaufort, but they should be characterized by energy, as that point is threatened by General Burnside, and the *Nashville* must seek the first opportunity to escape. Two gunboats have been ordered from Boston to proceed to Beaufort, but I fear too late to be of service.

Endorse on all your envelopes the date of mailing.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain JOHN MARSTON,
U. S. S. Roanoke and Senior Officer, Hampton Roads, Va.

Detailed report of Commander Armstrong, U. S. Navy, commanding U. S. S. State of Georgia, of the escape of C. S. S. Nashville into Beaufort, N. C.

U. S. S. STATE OF GEORGIA,
Hampton Roads, March 18, 1862.

SIR: On my arrival yesterday at this place from Beaufort, N. C., I received a communication, of the 16th instant, from Flag-Officer Goldsborough, informing me the Department required from me and from my first lieutenant a fuller statement concerning the escape of the *Nashville* into the harbor of Beaufort, N. C., and to require from the other commanding officers who were present a report of it.

No other vessel was present. Since January 5 [25] only one vessel has been off that port, the U. S. bark *Gemsbok*, from that date to January 29, when this ship arrived from, and the *Gemsbok* left for, Hampton Roads for supplies. She returned on March 2, two days after the escape of the *Nashville*. I furnish the following statement and enclose that of the first lieutenant:

On the morning of the 28th of February, at daylight, a sail was seen, which proved to be a steamer, apparently at anchor, about 3 miles inshore of us to the westward, with the American flag and signals flying. This ship was got under way, when the strange steamer started ahead, then turning toward us, as if to speak, dashed off at great speed for the channel. This ship gave chase and the Parrott gun (the only gun bearing) was fired at her several times to bring her to, but without avail. After she passed through the channel she fired one gun at us, a rifle gun of small caliber, which fell short, when she hoisted the rebel flag.

This ship kept on until well within range of the guns of Fort Macon and came round as the steamer was passing in behind it, and all the port guns were discharged at her, all falling short except the Parrott

gun, which for the first time passed beyond her and the angle of the fort. No guns were fired from the fort, though the men were at them and could have been counted. Although she had the American flag and signals flying, that did not slacken my preparations to move. My guns have been cast loose, at all times ready, one watch in readiness at the guns, and when from signals at the fort or other indications I had reason to suspect a vessel, all hands were at quarters.

In order to remain on my station as long as possible, this ship when at anchor had been lying with banked fires. On the morning of the 28th, although steam was got up as quickly as possible, the steam, in working off, was reduced, reducing the speed of this ship, and as the rebel steamer was under a press of steam she outran me. The *Nashville* is said by officers acquainted with her to have a speed of 13 knots, greater by from 2 to 3 knots than I have ever gotten out of this ship.

The bar off the entrance of Beaufort has three channels—the slough channel nearest the fort, with a depth of 10 feet; the south channel, by which the *Nashville* entered, with a depth of 18 feet, and the old southeast channel, mentioned as the channel on the chart of 1857, with a depth of 14 feet. To blockade the coast of Onslow Bay effectually requires a force of five steamers, three of which should be off Beaufort. I can not blame myself for any want of vigilance or endeavor to prevent the escape of the *Nashville*.

I am, very respectfully, your obedient servant,

JAMES F. ARMSTRONG,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Haxtun, U. S. Navy, executive officer U. S. S. State of Georgia, of escape of C. S. S. Nashville into Beaufort, N. C.

U. S. S. STATE OF GEORGIA,
Off Fortress Monroe, March 17, 1862.

SIR: In obedience to the instructions of the Department, received by me this day through Commander James F. Armstrong, I have the honor to make the following statement of the successful entry of the rebel steamer *Nashville* into the harbor of Beaufort, N. C.:

On the morning of February 28 this ship was lying alone at anchor off the entrance to the harbor of Beaufort. Shortly after 6 o'clock the messenger boy came to my room and informed me that there was a sail in sight. I went on deck and found the captain there and the crew heaving up the anchor; I also discerned a boat coming toward us under sail; went on the hurricane deck and observed the vessel. She proved to be a steamer inshore of us, and on our port bow, distant over 2 miles, apparently at anchor. The boat arrived alongside; she contained four contrabands; had her discharged and dropped astern; returned to the hurricane deck and resumed my observation of the steamer. She had an American ensign flying at her peak and a signal at the main. The men were being hurried at the windlass, and at about the time the anchor was aweigh, she was moving slowly and had turned partially toward us as if intending to run down and speak us; her speed was increased and she was not turned any farther in our direction. Commander Armstrong said to me he thought she was a mer-

chant steamer trying to run the blockade, and he gave the order to go ahead and to pipe to quarters, the men being then at the cattall. There was some delay in our moving and his orders were reiterated. When I next noticed her she was ahead of this ship, going at great speed; we were moving at a comparatively moderate rate. The only gun that could be brought to bear was the rifled Parrott gun on the topgallant forecastle, mounted on an ordinary truck carriage, and we had to yaw for that. Our fire was of no avail; she reached the passage leading directly to the fort, turned short, dashed ahead, and then hoisted the rebel flag.

We followed her well within range of the guns of Fort Macon and turned, discharging our port broadside as we came around, the shot all falling short except the one from the Parrott gun, which passed beyond her. I think she was not at any time within 2 miles of this ship.

I have the honor to be, your obedient servant,

MILTON HAXTUN,
Lieutenant and Executive Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Abstract of log, U. S. S. State of Georgia, Commander J. F. Armstrong.

February 28, 1862.—At 5:40 a. m. reported a vessel to the W. S. W., distant about 3 miles, apparently lying still. Made her out to be a steamer; same time saw a boat coming off in the direction of the fort. Hove up anchor and steered in to intercept the steamer, she showing American colors and No. 9 at the main and making fast headway for the entrance of the harbor. Fired at her three times with our Parrott and four times with our port broadside guns, but failed to stop her. After she got over the bar she fired one shot at us, but it fell short. Hauling down the signal and ensign and substituting the English flag aft and the Confederate flag forward, then again hauling down the English ensign and setting the Confederate one. At 6:20 a boat came alongside containing three contrabands, Cape Lookout light-house bearing E. by S., Fort Macon flagstaff bearing N. ¾ W.

The search for the U. S. ship Vermont, March 1–April 12, 1862.

Report of Commander Baldwin, U. S. Navy, commanding U. S. ship Vermont, of the helpless condition of that ship.

[U. S.] SHIP VERMONT,
LAT. 40° 23′ N. by OBSERVATION; LONG. by D. R., 68° 43′ W.,
March 1, 1862, meridian.

Ship drifting to the S. E. half E. 2 knots, at the mercy of wind and sea. Entirely helpless; rudder and sails gone. Require prompt and powerful steam assistance.

A. S. BALDWIN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

(Received March 1, 1862, from New York.)

The following telegram was received this evening at 9 p. m.:

ON BOARD SCHOONER FLYING MIST,
Off Chatham, Mass., March 1, 1862.

At 2 o'clock p. m., Thursday, 27th ultimo, I left the U. S. ship *Vermont* in disabled condition in 17 fathoms water, Cape Cod Highland lights being per compass W. by N. half N., distance 95 miles. She had lost her rudder, both bower anchors, a set of sails, and 4 boats. Was drifting then N. by W. Send to her assistance without delay the largest and strongest tugs you can provide. I would suggest that a steamer from Boston be dispatched to lay by the *Vermont* until two powerful tugs reach her from New York. A duplicate of this I telegraphed to Commodore Hudson, navy yard, Boston. I proceed to Boston by first conveyance.

A. S. BALDWIN, by E. A. BIRNIE,
Acting Assistant Paymaster and Storekeeper.

COMMANDANT NAVAL STATION, *New York.*

The *Dacotah* is ordered to proceed and a tug sent for. The *Monitor* will not be ready for a trial trip until Monday.

H. PAULDING.

Hon. GIDEON WELLES.

Order of commandant navy yard, New York, to Commander McKinstry, U. S. Navy, commanding U. S. S. Dacotah, to proceed to the relief of the U. S. ship Vermont.

NAVY YARD, *New York, March 1, 1862.*

CAPTAIN: Proceed with the greatest possible dispatch to the relief of the U. S. ship *Vermont*. Accompanying this [is] a telegram from the paymaster of that ship. When he left her on the 27th ultimo, she was 95 miles from Cape Cod, the Highland lights bearing W. by N. ½ N., and the ship, with the loss of rudder, both bower anchors, and 4 boats, was drifting N. W. by W. Subsequently, as the wind here was strong from the northward and westward, the ship must have drifted to the southward and eastward, and it is now so moderate that the ship may not be distant from where the paymaster left her.

It is not improbable that assistance will have been sent from Boston before you can reach the locality indicated. Be prompt and zealous, and when your services are no longer necessary, return to this port and report your proceedings preparatory to obeying your orders from the Department.

I have sent for the tug *Achilles* to aid you in the rescue and safe return of the *Vermont* to the port of Boston.

I am, very respectfully, your obedient servant,

H. PAULDING,
Commandant.

[Commander J. P. MCKINSTRY,
Commanding U. S. S. Dacotah.]

Report of the commandant navy yard, Boston, of measures employed for the relief of U. S. ship Vermont.

COMMANDANT'S OFFICE,
Navy Yard, Boston, March 2, 1862.

SIR: I have the honor to acknowledge the receipt of your telegram relative to the *Vermont*, and have to state in reply that immediately upon the receipt of Acting Assistant Paymaster Birnie's telegram last

evening (a copy of which is herewith enclosed) every effort was made to obtain a steamer and tugs to send to her relief, and we finally succeeded in engaging the steamer *Saxon*, which runs to Philadelphia, and two tugs. The latter have left for the cape. The *Saxon* was discharging cargo, and had to fill bunkers and put an extra quantity of coal in her hold for this service, and she will be off to-night. I have sent to the *Vermont* a suit of sails and all the additional tow ropes and hawsers which can be required.

Lieutenant Spicer, Boatswain Grace, and Master's Mate Henry Williams will go in the *Saxon*.

The *Aroostook* has been ordered to cruise in the vicinity of the place where the *Vermont* was last seen, not longer than two or three days, and if she falls in with her to remain by until relief reaches her, and then proceed to Ship Island without delay in obedience to your orders.

I am, respectfully, your obedient servant,

WM. L. HUDSON,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

(Received March 3, 1862, from Boston.)

Mr. Birnie is here from the *Vermont*. He informs me she has not struck or touched bottom, and does not leak; rudder gone, and suit of sails blown away. *Kensington* had her in tow until 7:30 o'clock Monday night, since which time the *Kensington* has not been heard from.

WM. L. HUDSON,
Commandant Yard.

Hon. G. WELLES.

[Telegram.]

(Received March 3, 1862, from New York.)

I can charter the *Baltic* for $1,500 a day, the Government taking the risk of the ship at $275,000. She can not leave until to-morrow. I have authorized the ship's being coaled, but want authority from the Department to charter before I make the contract. Please reply quickly.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

[Telegram.]

NEW YORK, *March 3, 1862.*

Your telegram of this day is received. By mine of this morning I meant to convey that the owners of the *Baltic* require the Government to take the usual marine risk, as well as war risk. The steamer is coaling day and night, and if not chartered I am to pay them expense

of taking out the coal. Be pleased to instruct me without delay. The *Monitor* made her trial trip to-day, and is in all respects satisfactory. She goes forward with good weather.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Report of commandant navy yard, New York, of departure of vessels—the U. S. S. Dacotah to the relief of the U. S. S. Vermont.

NAVY YARD, NEW YORK, *March 3, 1862.*

SIR: I have received the Department's telegram of the 2d instant. The *Cayuga* went to sea on the 27th instant. The *Dacotah* left yesterday morning for the purpose of rendering assistance to the *Vermont*. The *Oneida* also went yesterday on trial trip, as also the *Octorara*.

The *Monitor*, with a commission on board to report on her performance, left the yard this morning for the lower bay.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

[Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.]

P. S.—I dispatched the steamer *L. Boardman* yesterday to search for the *Vermont*.

[Telegram.]

(Received March 4, 1862, from New York.)

Your dispatch of this date is received at 1:45 p. m. I telegraphed to the Department last evening that the owners of the *Baltic* refused to take the usual marine risk. Capt. Comstock has just left me. He says you may put an officer on board the *Baltic*, but that the Government must assume the marine and war risk. The ship will be ready to leave this evening. Be pleased to instruct me.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Commander Baldwin, U. S. Navy, commanding U. S. ship Vermont, of damage to that ship in gale of February 24, 1862, near Cape Cod light.

U. S. SHIP VERMONT,
At Sea, long. 68° 8′ W., lat. 38° 15′ N., Thursday, March 6, 1862.

SIR: I have the honor to inform you that on the evening of the 24th of February, when near Cape Cod light, this ship was struck by a violent northwest squall, and, refusing to obey her helm, broached to, and in a few minutes had her sails torn from the yards. In the belief

that we should drift upon Cape Cod beach in a few minutes, by the advice and wish of the coast pilot, who had been ordered to this ship and who was familiar with the locality, I anchored in 24 fathoms water. The gale continued with unprecedented violence for upwards of fifty hours. During this time the ship drifted nearly 100 miles to the eastward and near George's Shoal. The ship's iron tiller, 6 inches square, snapped short off at the rudder head, and in a few moments the rudder was torn from the sternpost and broke entirely adrift from the ship. A drag was constructed and launched overboard, and the cable slipped in an effort to cast the ship's head so as to clear the shoals and stand to the southward.

Soon after the schooner *Flying Mist*, of Gloucester, Mass., was discovered and spoken, and was signaled to our assistance, when an arrangement was effected with the captain to convey Naval Storekeeper Birnie to the nearest port to report the condition of the ship, and he accordingly left at noon of the 27th ultimo, since when strong northerly gales have prevailed, with the exception of part of two days. All efforts to control the ship's course known to seaman have failed, and she is driven hither and thither beyond the control of any power on board of her.

On the 1st instant the schooner *J. M. Chapman*, of New London, Conn., Captain A. J. Chapman, was attracted by our signals of distress and came to our assistance, and an agreement was made with him to lay by us, which he has done up to the present time, and I now dispatch him to the nearest port with this letter. This last-mentioned vessel was employed with the hope and expectation that easterly winds would drift us to the vicinity of some one of the ports adjacent to New York, where information could be given of our locality. The winds, however, that have prevailed have been from the northward and westward, which have defeated the expectation. Our drift during the prevalence of the N. W. wind has been nearly due south and upon the meridian of 68° longitude W. from Greenwich. The probabilities are that for the ensuing five or six days the ship will be drifting between the parallels of latitude 35° and 39°, near the before mentioned longitude of 68°. The officers and crew have suffered greatly from frost, privation, and overexertion, and more than 50 of the crew are prostrated, chiefly by being frost-bitten, our decks and rigging having been much of the time cased in ice.

A large proportion of the crew being composed of landsmen and boys, the few seamen on board have made extraordinary exertions in saving the ship. I have received from officers and crew generally prompt and efficient service. Great embarrassment has been experienced and much additional labor imposed upon the physical resources of the crew by the inefficiency of the pumps to free the ship from water, great quantities of which accumulated upon the berth deck, the ship being so deeply laden as to render the passing off of the water through the scuppers impossible, thereby making it necessary to pass the water in buckets to the deck above by hand. All the sick were driven from the apartment appropriated to them, and taken in the wardroom and cabin. The great violence of the gale caused almost every movable article in the ship to be broken from the fastenings; and among other considerable damage sustained, all the medical stores in the surgeon's department were entirely destroyed. The defective model of the ship, or her great depth of water (24 feet 8 inches), or perhaps both causes combined, renders her almost, if not entirely, unmanageable, unless she is towed by powerful steamers in a seaway.

I enclose a diagram indicating the course of our drift, and latitude and longitude of such day, and also a copy of the assistant surgeon's report for to-day, the surgeon being ill.

Very respectfully, your obedient,

AUGS. S. BALDWIN,
Commander.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Telegram.]

(Received March 8, 1862, from Boston.)

Dacotah arrived for coal. *San Jacinto* reported coming in. They have heard nothing from *Vermont*. *Saxon* still searching. Vessel reported last night merchantman.

WM. L. HUDSON,
Commandant Navy Yard.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Commander McKinstry, U. S. Navy, commanding U. S. S. Dacotah, of cruise in search of U. S. ship Vermont.

U. S. S. DACOTAH,
Boston, March 8, 1862.

SIR: In compliance with your order of the 1st instant, this steamer cast off from the navy yard at 10:30 a. m. on the 2d, and proceeded through Long Island Sound. At 10:30 p. m. we passed Gull Island light. The following were our positions at meridian of the dates. The weather has been cloudy and cold, the 7th instant only affording clear observations:

March 3. Latitude, 40° 49′ N.; longitude, 70° 02′ W.
March 4. Latitude, 40° 12′ N.; longitude, 68° 05′ W.
March 5. Latitude, 41° 27′ N.; longitude, 64° 45′ W.
March 6. Latitude, 40° 43′ N.; longitude, 66° 16′ W.
March 7. Latitude, 40° 54′ N.; longitude, 67° 46′ W.
March 8. Cape Cod bore S. E. by S.

On the 4th instant, at 4 p. m., latitude 40° 14′, longitude 67° 31′, in a fresh gale from the southward and westward, a boat from this ship brought from the wreck of the English schooner *Idalia* the crew, named as follows: William Welch, master; William Jeffers, mate; Robert Jamieson, seaman; James Nixon, seaman; Henry George, seaman; Dennis Keith, boy.

The *Idalia* was dismasted on the 25th ultimo, some 55 miles N. E. of Nantucket. According to the master's account, she was seven and one-half days drifting 135 miles S. E. by S.

From his statement it would appear that the disaster to the *Vermont* occurred about the time his vessel was dismasted. He represents it as having been a violent gale, which no canvas could withstand. After replenishing the coal and water and a few stores, this ship will be ready for sea.

Very respectfully, your obedient servant,

J. P. MCKINSTRY,
Commander.

Commodore HIRAM PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

(Received March 10, 1862, from New York.)

Schooner *J. M. Chapman* arrived with letters from *Vermont*. Lay by her for five days, rendering her assistance. March 6, latitude 38° 45′ N., longitude 68° 8′ W. Brought letters. Ship drifting S. S. E. ½ E., 2 knots, at the mercy of the wind and sea; entirely helpless; rudder and sails gone; requires immediate and powerful assistance.

H. PAULDING,
Commandant Yard.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

(Received March 12, 1862, from Brooklyn.)

This morning at daylight the steamer *Tonta* sailed in search of the *Vermont*. To-morrow morning, as soon as coaled, the steamer *Blackstone* goes in search.

H. PAULDING,
Commandant.

Hon. G. WELLES.

Letter from Lieutenant Blake, U. S. Navy, executive officer U. S. frigate Sabine, to Captain Ringgold, U. S. Navy, commanding same vessel, conveying order from Flag-Officer Goldsborough to proceed in search of U. S. ship Vermont.

U. S. FRIGATE SABINE,
Lynn Haven Bay, Va., March 12, 1862—6:30 *p. m.*

SIR: Agreeably with your orders, I proceeded from this place in the steamer *Freeborn* to Hampton Roads to communicate with the flag-officer commanding.

On my arrival I went on board the flagship *Minnesota*, and was directed by Flag-Officer Goldsborough to return immediately with verbal orders for you to proceed without delay in search of the U. S. ship *Vermont*, taking the steamer *Baltic* with you, at the same time giving me the enclosed order, which I supposed to be an extract of a telegraphic dispatch from the honorable Secretary of the Navy.

I am, very respectfully, your obedient servant,

H. C. BLAKE,
First Lieutenant and Executive Officer.

Captain CADWALADER RINGGOLD,
Commanding Sabine.

[Enclosure.]

MARCH 12, 1862.

On the 6th instant *Vermont* was seen in latitude 38° 15′ N., longitude 68° 08′ W., drifting S. S. E. ½ E., 2 knots, at the mercy of wind and sea, entirely helpless. Rudder and sails gone. Tow her into Port Royal, or nearest port if preferable.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

Captain RINGGOLD,
Commanding U. S. Frigate Sabine.

Instructions of Captain Ringgold, U. S. Navy, commanding U. S. frigate Sabine, to Captain J. J. Comstock, commanding chartered steamer Baltic, regarding search for U. S. ship Vermont.

U. S. FRIGATE SABINE,
At Sea, March 13, 1862.

DEAR SIR: I enclose to you a reduced copy of the Atlantic, indicating the position of the *Vermont* on the 6th instant, to wit, latitude 38° 45′ N.; longitude 68° 8′ W.; also her position to-day, allowing her a daily drift of 20 miles, S. S. E. ½ E., distant about 360 miles from us to-day. If you will proceed with all dispatch, without regard to my movements, steering a little to the southward of the *Vermont's* position to-day, I will endeavor to join you at the earliest moment.

My present plan is to cruise north of Bermuda, and to the eastward and westward, on each tack, say 60 miles, and it may be that I shall look in there for information. Should you deem it advisable, in the event of my not falling in with you very soon, I request you to do the same; also, without delaying on your way to the *Vermont's* probable position, communicate with any vessels you may fall in with, as you may gain some tidings of her.

My orders are very brief from Flag-Officer Goldsborough—simply an extract of a telegraphic dispatch from the Secretary of the Navy. In view of the importance, however, of the discovery and rescue of the *Vermont*, I shall not hesitate to assume any necessary responsibility, and in the event of your exhausting your supplies I will, when we meet, authorize, and hereby do authorize, you to procure coal and all other necessaries at Bermuda, in order that we may make as thorough a search as possible. Salt provisions I can furnish in any quantity from my ship, and whatever else you may require.

I am thankful to you for the great assistance rendered my ship by the *Baltic* on our way from New York, and regret not having the opportunity to pay my respects to you in person.

I am, very respectfully, your obedient servant,

CADWALADER RINGGOLD,
Captain, Commanding Sabine.

Captain COMSTOCK,
Steamer Baltic.

Report of Commander Baldwin, U. S. Navy, commanding U. S. ship Vermont, of intention to proceed to Port Royal, S. C., with the assistance of chartered steamer Saxon.

U. S. SHIP VERMONT,
At Sea, Lat. 36° 32′ N., Long. 64° 50′ W., March 15, 1862.

SIR: I have the honor to inform you that the steamer *Saxon*, sent to our assistance, reached us to-day. The steamer *Aroostook*, Lieutenant Commanding Beaumont, which has been in company with us for the past nine days, having suffered considerable damage, I have left it to the discretion of Lieutenant Beaumont in respect to his future movements. He concludes to put into the nearest port for repairs, and in the event of reaching port in safety will inform you of the present condition of the *Vermont*.

On the 12th instant a jury rudder was launched, but became unserviceable in a short time and was taken on board and alterations commenced, when the *Saxon* arrived. She having brought a spare rudder, we are now endeavoring to get it on board, but experience much difficulty in so doing, from the fact of its having been launched overboard

from the *Saxon* prematurely. The condition of the crew is much improved since my last communication, the sick list having decreased about one-half.

My present intention is to proceed to Port Royal, which port I expect to reach in five or six days, with the assistance of the *Saxon*.

I am, very respectfully, your obedient servant,

AUG. S. BALDWIN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

(Received March 21, 1862, from New York.)

Baltic has returned, having failed to find the *Vermont*. Owners are coaling her. Shall I dispatch her again in search? Captain Comstock's report will be forwarded by mail.

H. PAULDING,
Commandant.

Hon. GIDEON WELLES.

Letter from commandant navy yard, New York, to Secretary of the Navy, forwarding report of Captain J. J. Comstock, commanding chartered steamer Baltic.

NAVY YARD, NEW YORK, *March 21, 1862.*

SIR: For the information of the Department I enclose Captain Comstock's report of his search in the steamer *Baltic* for the *Vermont*. The owners of the *Baltic* are recoaling the ship, and I have to ask the instructions of the Department as to sending her again on this service.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

STEAMSHIP BALTIC,
New York Harbor, March 21, 1862.

SIR: I beg to announce to you the arrival of this ship at this port from a search, per order of Captain Ringgold, of the frigate *Sabine*, for the U. S. S. *Vermont*, disabled at sea. After towing the frigate *Sabine* to Hampton Roads and from thence to sea, in pursuance of instruction from Captain Ringgold, I ran to the eastward and made a thorough search for the *Vermont* between the parallels of 36° and 40° N. and between the meridians of 61° and 67° W., without finding the ship or any traces of her. I have spoken several vessels, but could learn nothing from them either in relation to her. Captain Ringgold in his instructions to me suggested the propriety of touching at Bermuda if stores or coal should be required for a longer search than we were provided for, which at first I determined to do, but upon reflection deemed it more expedient to return to New York and report to you, for the following reasons, which I trust will meet your views:

The distance to New York from the probable position of the missing ship is not much greater than to Bermuda, with much greater oppor-

tunities of hearing from her than at the latter place. Again, the facilities for dispatching the ship for a second search are far better and more economical, as also your Department have the opportunity of giving such instructions as they may desire for the more efficient performance of the service, as well as electing if it is desirable or not to continue the search.

This ship can sail in thirty-six hours for any length of time, and I will await your orders. I spoke the *Sabine* on Tuesday at 8.30 a. m., in latitude 39° 9′, longitude 63° 5′, standing to the N. E., intending to continue the search in that direction.

Respectfully, your obedient servant,

JOS. J. COMSTOCK.

Commandant H. PAULDING,
Navy Yard, New York.

[Telegram.]

(Received March 22, 1862, from Brooklyn.)

The *Baltic* will leave to-morrow morning. The provisions will be sent at once to Hampton Roads.

H. PAULDING,
Commandant Navy Yard.

Hon. GIDEON WELLES,
Secretary Navy.

[Telegram.]

(Received March 23, 1862, from Boston navy yard.)

Saxon returned here last night. Reports *Vermont* left in good condition, all sails bent. She received the rudder from Philadelphia and has lost it; otherwise in perfect order. Is trying to make her way to Port Royal. Shall the *Saxon* be sent again with the *Virginia's* rudder, which can be fixed in a short time? Will report by letter this evening. Answer by telegraph.

WM. L. HUDSON,
Commandant.

Hon. GIDEON WELLES.

Report of Commander Almy, U. S. Navy, for commandant navy yard, New York, of the return of chartered steamer Blackstone from search for U. S. S. Vermont; extract of log enclosed.

NAVY YARD, NEW YORK, *April 8, 1862.*

SIR: I have to inform the Department that the steamer *Blackstone*, chartered for the purpose of searching for the U. S. ship *Vermont*, returned yesterday after an unsuccessful cruise. I enclose herewith an extract of the log book of the steamer.

Very respectfully, your obedient servant,

J. J. ALMY,
Commander, for Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

Steamer *Blackstone*, I. E. Barstow, master, from a cruise in search of the *Vermont*, left New York March 23 and cruised as far east as longitude 59 and between the parallels of 34° and 39° N.

March 28.—Passed large quantities of wreck stuff.

March 29.—Heavy gale, lasting thirty-six hours.

April 1.—Heavy gale com. 2 [*sic*] ending N.W., increasing to a hurricane, doing us some damage by shifting cargo, provisions, etc.

April 6.—Heavy gale, with rain, thunder, and lightning, and very heavy sea.

Letter from commandant navy yard, New York, to Secretary of the Navy, transmitting report of Captain J. J. Comstock, commanding chartered steamer Baltic, of search for U. S. ship Vermont.

NAVY YARD, NEW YORK,
April 14, 1862.

SIR: I enclose herewith the report of the commander of the steamship *Baltic* of his cruise in search of the U. S. ship *Vermont*.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

STEAMSHIP BALTIC,
New York, April 13, 1862.

SIR: I beg to inform you of the arrival of this ship, after an unsuccessful cruise of twenty days for the *Vermont*, over that part of the ocean where experience of the usual winds, weather, and currents would warrant the search being made. We have experienced much heavy and thick weather, during which little could be done but hold our own, yet we have steamed over 3,000 miles, and spoken many vessels, without learning anything of the ship, excepting a very vague report from a Scotch bark of a large ship being in distress in the longitude of 55°, to which point I cruised, but saw nothing.

On the 7th instant I ran into Bermuda, and there learned from the officers of her Majesty's gunboat *Landrail*, late from New York, that on Sunday, the 30th of March, 50 miles N. N. W. from the northernmost point of Bermuda, they saw a ship of the line and a frigate in company standing to the westward, which I was led to believe might be the *Vermont* and the *Sabine*. Since that date there has been much strong easterly wind. I immediately left port again and worked to the westward of the mouth of the Chesapeake, but seeing nothing have returned to port.

The captain of the schooner *Oliver H. Booth*, who was on board the *Vermont* several hours on the 15th of March, and who is now in Bermuda, informed me that the ship was in good order and condition, excepting her rudder, although the one they had made and used for several days answered a good purpose, but it was then unshipped to repair and to ship the one brought by the *Saxon*, which was then alongside, and they were preparing to ship it. From the report of the

ship given me by this captain, I have no doubt of the safe arrival at port of the *Vermont.*

I have seen no other vessel in search of the ship.

Respectfully, your obedient servant,

JOS. J. COMSTOCK,
Commander.

Commandant HIRAM PAULDING,
Navy Yard, New York.

Report of commandant navy yard, New York, of return of U. S. frigate Sabine from search for U. S. ship Vermont.

NAVY YARD, NEW YORK,
April 17, 1862.

SIR: I have to report the return to this station yesterday afternoon of the U. S. frigate *Sabine*, Captain Ringgold. I also report the arrival this day of the U. S. ship *Shepherd Knapp*, Acting Volunteer Lieutenant H. S. Eytinge, from a cruise.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain Ringgold, U. S. Navy, commanding U. S. frigate Sabine, regarding the finding and condition of the U. S. ship Vermont.

U. S. FRIGATE SABINE,
New York, April 16, 1862.

SIR: I have the gratification to announce to the Department my safe arrival at this port from a perfectly successful search after the missing line-of-battle ship *Vermont.*

I left Lynn Haven Bay on the evening of the 12th ultimo, in company with the *Baltic* (as reported in my dispatch, per ship *Union*, 15th March, at sea), from which, however, it was thought best to separate next day in pursuit of the interesting duty assigned us. My course was shaped so as to intercept the *Vermont* in her supposed drift S. S. E., as reported on the 6th of March by the *Chapman*, in latitude 38° 45′ N., longitude 67° 50′ W. Heavy S. S. E. and S. W. gales carried me further to the N. E. than I desired, and you will perceive by the diagram (hereto annexed) that the *Sabine* crossed her path of the 8th, and intersected her position of the 12th March about 3 a. m. of the 16th, on which day the wind abated and we hauled to the southward and eastward on a line with the *Vermont's* assumed drift, at a distance of 100 miles to the eastward and as near her track as the winds would permit.

On the 17th I held a consultation with Mr. Blake, executive officer, and the acting masters of the ship, all experienced seamen and quite familiar with the weather, winds, and currents of our coast. The position of the steamer *San Francisco* at the point of her memorable wreck in 1853, and also of her abandonment, were projected, and upon the supposition, as reported, that the *Vermont* was a wreck, without masts or rudder, at the mercy of the winds and currents, it was conceived

that she would probably be acted on by like causes, and drift to the E. N. E. It was decided to run by daylight (laying to at night), and traverse alternately on N. W. and S. E. tacks until we had thoroughly examined the space between our position of the 16th and the second position of the *San Francisco*. On the morning of the 18th (blowing heavy) the *Baltic* hove in sight, and passed near us, steering N. W., making signal, "Have seen nothing." Strong northwest winds pressed us to the N. E., to the last position of the *San Francisco*, without the possibility of traversing the intervening space referred to. I was confident that the *Baltic* and *Saxon* would also do this portion of the good work faithfully, and therefore felt less disappointment, concluding to return to the *Vermont* in her possible erratic transit to the southward and eastward. But the winds were adverse, and again controlled my movements in a great degree. Assuming a daily drift for her, I sought to steer to southward and westward. Fair progress was made on the 20th, but after this good run, up to the day of the fortunate discovery of the missing ship, the *Sabine* was struggling with the elements in their equinoctial strength.

The gulf, with its northwest and westerly gales, fully sustained its stormy character. The ship, however, proved fully adequate to the task, and, though slowly, she made her way southerly with a seeming instinct that was truly surprising.

While contending with adverse winds, a hazy sky, and limited horizon, you will perceive by the diagram that the mysterious ship and the *Sabine* were gradually approximating and crossing each other's track at nearly the same periods. Their positions at times were identical (showing that with a clear horizon the two ships would have been visible to each other from aloft) up to the moment of the final happy contact, that appeared like the secret action of gravitation or the merciful intervention of Providence.

On the 21st, at 12:30 p. m., we spoke the brigantine *Samoset*, three days from New York, which was boarded by Lieutenant Blake, who procured (as you will perceive by his report, hereto annexed) important intelligence. My strong conviction was that the ship mentioned therein as seen the day previous was the *Vermont*, but could not be assured of her identity from the fact that the masts were standing, a smokestack stood forward of the mainmast, and no sail set. Projecting her position, with her head to the northward, she was on the meridian of Bermuda and Halifax. From these appearances I supposed her to be an English screw line-of-battle ship steering for the latter place. It will presently appear that the description of the ship was perfect, for it proved to be the *Vermont*. From Captain Baldwin we learned that the smokestack of the condenser was standing on that day, and had been removed only a day or two before we discovered her.

The night of the 28th proved a most anxious one; the storms of the season seemed to culminate and rage fearfully; the squalls of hail and rain were violent. When morning returned the wind moderated and changed suddenly to the southward and eastward with heavy rain and dense fog. Carrying forth the *Vermont's* position since the 6th March, and comparing it with the *Samoset's* report of the ship seen, it was obvious the *Vermont* could not be very remote. I therefore put the ship under easy sail, intending to stand to northward and westward on her reverse course and traverse the sea in that direction. At 8 a. m. I spoke the American bark *Hannibal* from Philadelphia, hoping to learn favorable tidings, but was disappointed. At this moment of despondence the ships were actually within a short distance of each

other. At 2:50 p. m. a squall to the southward suddenly lifted, and for a moment presented a partially clear horizon, when Richard Lewis, quartermaster, on the lookout, descried a large vessel heading east without sail set, and her mizzen topmast gone. The excitement on board, as you may suppose, was very great; intense solicitude was felt by all for the discovery and safety of the ship. To the practiced eye of the vigilant lookout I ascribe the discovery. At a glance I knew the stranger to be identical with the ship seen by the *Samoset* (except the smokestack). It was the *Vermont*, and at 5 p. m. we passed within hail and greeted her with hearty cheers.

Captain Baldwin, in answer to my questions, reported all well on board and the ship not leaking. The strong wind and the agitated state of the sea at the time forbade all intercourse by means of boats. I could only convey the assurance that we would stand by him and at the earliest moment supply all his wants. As the *Sabine* passed close under the stern her shattered look and lost rudder too plainly exposed the ravages of the storm she had experienced.

From accounts of the injuries sustained we were prepared to find the ship in a desperate condition, and probably abandoned; when first discovered, she was heading S. E. without a sail set or any signs of life; our colors were displayed long before we received a response. The ship was at the mercy of the winds and waves, and when, in the obscurity of the atmosphere, a flag of some sort became visible (whether Union up or down could not be determined), and signs of life on board were evident, language could but feebly describe the emotions that filled our hearts. In her discovery, all hands forgot the storms encountered during the anxious search.

Throughout the succeeding night I kept close company, and each ship wore bright lights, drifting southeasterly, as the winds and waves entirely controlled the course of the rudderless *Vermont*. Early next morning, the weather permitting, I dispatched the boats with an officer, together with the boatswain, carpenter, and sailmaker, to examine into the condition of the ship, ordering Captain Baldwin to repair on board the *Sabine* in a return boat. From him I was gratified to learn that his ship was in much better condition than could have been expected under the circumstances.

He had constructed a jury rudder, which he had applied, and it had worked successfully during a heavy gale of two days, but the lower fastenings, being made of hawser instead of chain, had parted; fortunately it was hauled on board and the hawser replaced with stout chain. For eleven days no occasion had offered sufficiently favorable to replace it. The carpenter of my ship, Mr. Burcham, reported very favorably as to its construction and the fixtures, etc., for securing it.

Captain Baldwin presented requisitions for sails, rigging, and stores, all of which were promptly supplied. The boatswain took with him a number of men from the *Sabine* and bent the sails, and by evening all assistance needed had been rendered, and every preparation (except the shipping the jury rudder) made for proceeding to Port Royal, whither I determined to convoy her.

On the 30th, the weather having moderated, the sea and swell subsiding, I signaled to the *Vermont* to make every possible exertion to ship the jury rudder. The Bermudas were close under our lee, the drift and currents were setting both ships bodily on them, and there were no charts on board that defined the dangerous reefs surrounding those islands. I felt great apprehensions lest I could not weather the islands, in which contingency to escape them it would become neces-

sary to pass to the eastward, if that were practicable. After much delay and labor, the rudder was shipped, and before sunset the ships were happily on a course to the westward (the rudder working well), and at a rate per hour that carried us 45 miles clear of the Bermudas.

On the 31st good progress was made, with further favorable reports of the working of the rudder. At 1 a. m. on the 1st, the wind changed suddenly to the N. W. with a severe squall, accompanied by heavy rain, which lasted until daylight; it then commenced to blow a brisk gale at N. W. The two ships separated unavoidably, and at 4 a. m. lost sight of each other. I cruised cautiously for two days, to leeward of the position of the *Vermont* when last seen, and searched the part of the sea where she must have drifted, in the event of any accident to or loss of the rudder.

The wind was fair for Port Royal, and knowing Captain Baldwin's desire to carry his ship, unattended, to her destination after his misfortune, and satisfied also from my own experience of three days that the jury rudder was adequate to its task, I entertained no fears that the *Vermont* would safely gain the harbor of Port Royal. To have accompanied her there, after escaping and passing clear of the Bermudas, would have been simply superfluous. I therefore decided to shape my course for New York, in order to convey to the Department, at the earliest moment, intelligence of the result of our labors in pursuit of the missing ship. This was promptly transmitted through the telegraph at Sandy Hook.

I am deeply impressed with the goodness of Providence during our special mission. Heaven smiled upon our exertions, in spite of unfavorable weather and unremitting heavy gales.

The ship met with no accident or injury whatever. The only painful event was the loss of an excellent man, Michael O'Brien, ordinary seaman, who, while on the lookout on the fore-topgallant yard, doubtless in his eagerness to discover the object of our search, lost his balance and fell to the deck, fractured his skull, and expired instantly.

I am truly thankful to the officers and men of my ship for the hearty zeal they evinced during the protracted search, and their faithful cooperation in assisting to restore so fine a ship to the Navy, and the officers and men of the *Vermont* to their anxious families and friends.

In conclusion, permit me to assure you I feel highly honored that the Department should have confided to my hands so interesting a duty.

I am, sir, with great respect, your obedient servant,

CADWALADER RINGGOLD,
Captain, Commanding Sabine.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Baldwin, U. S. Navy, commanding U. S. ship Vermont, of movements of that vessel from February 24 to April 12, 1862.

U. S. SHIP VERMONT,
Port Royal, S.C., April 19, 1862.

SIR: I have the honor to submit the following details attendant upon the passage of this ship from Boston to this port:

The *Vermont* left Boston on the morning of the 24th of February last, in tow of two tugboats, the steamer *Kensington* in company with

orders to accompany and tow the *Vermont* to this port; at 8:30 o'clock a. m. she took us in tow. At noon of that day, air light and water smooth, steering E. S. E. At 2 o'clock p. m. took two reefs in topsails and set the courses (mainsail single reefed), jib, and spanker. During the afternoon thick hazy weather, with rain. At half past 7 o'clock p. m., when near Cape Cod light, a heavy squall from the westward accompanied with snow struck the ship; reduced sail to double-reefed topsails and jibs. The towlines were let go by the *Kensington*. The wind increased to a gale from the northwest, of excessive violence, and the ship refusing to obey her helm broached to with all after sail furled, and in a few minutes had her sails torn from the yards.* In the belief that we would drift upon Cape Cod beach, and by the advice and desire of the pilot, who was familiar with the locality, I anchored in 24 fathoms water; in accomplishing which the starboard anchor was lost and the port one let go and the ship brought up. During the night a great quantity of water had accumulated on the berth deck, and the mess chests which had broken from their fastenings were floating across the deck at every roll of the ship, also the cradles in the sick bay, etc. About 11 o'clock p. m., a port on the starboard side of the sick bay was forced open, by which great quantities of water entered, sweeping away bulkheads, drawers, etc., and destroying all the medical stores in the surgeon's department. Being unable to clear the ship of water by the pumps, men were employed over forty hours with buckets freeing the berth deck of water. The gale continued with unprecedented violence for upward of fifty hours, during which time the ship drifted nearly 100 miles to the eastward, and near George's Shoal. At 3 o'clock on the morning of the 26th of February the ship's iron tiller, 6 inches square, snapped short off at the rudderhead, and in a few moments the rudder was torn from the sternpost and broke entirely adrift from the ship. A drag was constructed and launched overboard and the cable slipped in a fruitless effort to cast the ship's head so as to clear the shoals and stand to the southward.

A few hours later the schooner *Flying Mist* was spoken, and an arrangement effected with her captain to convey Mr. Birnie (storekeeper) to the nearest port to report the condition of the ship to the Navy Department. Providentially the ship drifted clear of George's and Nantucket shoals. Strong gales and piercing cold prevailed for the following two weeks.

On the 1st of March the schooner *J. M. Chapman*, Captain Chapman, came to our assistance and an arrangement was effected with Captain Chapman to lay by us and he remained in company until the 6th day of March, when I dispatched him to the nearest port with advices for the Navy Department. This schooner was employed in the hope and expectation that easterly winds would drift us to the vicinity of some of the ports adjacent to New York, where information could be given of our locality, and aid afforded us, but after keeping the schooner by us for the period of five days and the winds prevailing from the northward and westward, I dispatched her for the nearest port as aforesaid. On the 7th of March a steamer ran down to us and proved to be the U. S. gunboat *Aroostook*, Lieutenant Commanding Beaumont, from Boston, March 2, sent to our assistance by the commandant of the Boston navy

* On the night of the gale of February 24, soon after the sails were blown away, the waist, quarter, and stern boats were blown away, the quarter boat taking with it her davits. Very few articles of furniture in the cabin escaped serious damage or entire destruction. Chairs, tables, sofa, table furniture, and stores were thrown pell mell together, hither and thither. I received myself a severe contusion, from which I continue to suffer.

yard; the only aid she could afford us, however, was to lay by and assist us to wear ship, which otherwise could not be accomplished. During five or six days subsequent to the arrival of the *Aroostook* strong gales continued, by which the *Aroostook* lost her smokestack and was otherwise damaged. In the meantime we constructed a rudder, which was ready to be shipped as soon as weather would permit, sails were repaired, rigging set up, etc.

The rudder was shipped March 13, and worked well until noon of the following day, when the heel guy chafed off. We succeeded in getting it on board and improving upon it. The steamer *Saxon*, Captain Matthews, with Lieutenant Spicer, U. S. Navy, on board, having been dispatched from Boston by Captain Hudson to our relief, reached us March 15. The *Saxon* brought us some sails and also a rudder. We succeeded in getting an old mainsail and topgallant sail on board, but the rudder being of great weight, having some 90 fathoms of chain attached to it, and having been launched overboard from the *Saxon* prematurely, at nightfall, and on the verge of a gale, we were unable to secure it and it was lost.

Upon Lieutenant Spicer reporting to me, I directed him to take the *Vermont* in tow and proceed in a southwest direction toward Port Royal, which order he manifested reluctance to obey. Early on the following morning strong gales from the southwest set in when the towlines were let go by the *Saxon* and she steamed off out of sight. About 4 o'clock p. m. of the following day (March 17) she again appeared in sight and stood toward us, when we endeavored to drift a hawser to her which she would not pick up. She remained in company with us until the afternoon of the following day, when she again stood off in an easterly direction. During this interval we several times drifted a line to her which she neglected to pick up; on one occasion she ran over the line without making any attempt to grapple it; on another occasion, having grappled it, steamed up rapidly until it parted, and apparently determined not to take us in tow, steamed away, after which we saw no more of her.

The weather for the ensuing ten days was such as to render shipping and securing the jury rudder, as altered, impossible; what few sails we had, however, were repaired, the standing rigging fore and aft set up, and everything in readiness to ship the rudder as soon as the weather permitted. The sails and rigging being old and rotten were continually being split and parting, and required the utmost vigilance to be kept together and serviceable.

On the 27th following, the U. S. frigate *Sabine*, Captain Ringgold, fell in with us. Captain Ringgold supplied us with a maintopsail and a jib; also with what articles we required in the sailmaker's and boatswain's department, and rendered us prompt and efficient service. The *Sabine* remained in company with us until the 1st of April, early on the morning of which day we experienced a severe gale from the southwest, and at about midnight parted company with the *Sabine*, she bearing S. S. W.

On the 30th of March the jury rudder was shipped, and the same working successfully, the ship was at once put on her course, her rate of speed averaging about 6 knots per hour, until the 12th instant, when we made the light-ship off Port Royal entrance and anchored at 10 o'clock p. m.

During this period the exertions of the boatswain, Mr. Bartlett, and the sailmaker, Mr. Joines, have been unremitting and most praiseworthy. The sick list has been unusually large (upward of 50), many

of whom were severely frosted during the gale from February 24 to 27. The few seamen on board were subject to severe duty on account of the unusual preponderance of light landsmen and boys. Of those of the crew who had been shipped as ordinary seamen many were boys, one of them seventeen years old only and had never been afloat in his life. Another one informed me that he had not been out of his bed in twelve months until the day previous to his enlistment. He has been continually on the sick list since the 11th of February.

The whole number of sick were taken into the cabin and wardroom, where they continued until the ship reached mild weather and the sick bay rendered wholesome, a period of about ten days.

Respectfully, your obedient,

AUG. S. BALDWIN,
Commander, U. S. Ship Vermont.

Flag-Officer S. F. DU PONT,
Commanding S. Atlantic Blockading Squadron, Port Royal, S. C.

Letter from the U. S. consul, Gibraltar, to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to complaints against C. S. S. Sumter.

GIBRALTAR, *Sunday, March 2, 1862—10 a. m.*

MY DEAR SIR: I have your note* of yesterday. I have no objection to lay before the British governor any complaints you may think proper to make against the *Sumter*, or upon anything else relating to our public service. I would, however, remark in reply to the contents of your note of yesterday that I have great doubts in my own mind whether any seamen have been shipped on board that rebel steamer. I think the report originates by a seaman, who I believe to be an American and discharged some weeks back from a British brig, having by his own will and accord gone on board of the *Sumter*, but I have no evidence yet whether it is merely on a visit or for good. Anyhow I did not think it worth while to notice the matter, particularly as he is an American. I know that the captain of the port has declared that no sailors would be permitted to be shipped by the *Sumter*. He even has refused to ship some of the *Sumter's* men by foreign vessels, who are still on shore and who refuse to return to the *Sumter*, and one of these very men whom I saved from being dragged on board of the *Sumter's* boat by her officers, some weeks since, assured me this morning that he felt positive the *Sumter* has not shipped any men here. He mentioned the fact of the seaman referred to above having gone on board the *Sumter*, but he even doubted if he had been regularly shipped. With this information before you, let me know if you will require me to communicate with the governor on the subject of your note.

Be assured that I keep as good a lookout here as my position will permit, and that I am quite as desirous as your good self to see that her Majesty's proclamation be carried out to the letter, but to lay complaints without strong grounds might, perhaps, be a wrong policy to pursue. I have examined several of our boatmen who are constantly in the bay and passing by the *Sumter*, and they all seem to think that no seamen have been enlisted on board the *Sumter*.

* Not found.

I sent you a newspaper to-day with New York telegrams of the 12th, announcing the destruction of the rebel flotilla at Roanoke Island and the burning and taking of Elizabeth City after hard fighting.

Yours, very truly,

HORATIO J. SPRAGUE.

Captain CRAVEN,
U. S. S. Tuscarora, off Algeciras,

P. S.—Excuse this hasty scrawl; I did not wish to detain the courier.

Report of Acting Volunteer Lieutenant Moore, U. S. Navy, commanding U. S. ship Morning Light, of cruise from January 30 to date.

U. S. SHIP MORNING LIGHT,
New York, March 2, 1862.

SIR: Herewith I have the honor to transmit to you an abstract taken from the log book of the U. S. ship *Morning Light*, under my command, a diagram or chart showing the position of the ship at noon of each civil day. The red figures indicate the position of the vessels I have seen during the cruise. I also enclose reports of the proceedings taken by courts-martial held by my orders during the cruise. Nothing of importance has occurred since my last dispatch of January 30. Upon referring to my dispatch of 26th December I find that the language made use of in regard to the Danish bark *Jorgen Lorentzen* is rather vague if my copy is correct. I say:

If bound on an honest voyage no injury is done to the owners of the vessel and cargo, but there is no doubt in my mind of their intention to run into New Orleans if possible.

I should have said:

After due deliberation and consultation with all my officers, who were unanimous against me, I concluded to send the *Jorgen Lorentzen* in to New York, and should it prove that she was bound on an honest voyage no possible damage can result to the owners of vessel and cargo. There may a question arise about the violation of the Danish flag, should I prove to be wrong in sending her in, but I presume nothing of so serious a nature that it can not be easily remedied. My conviction is that the vessel is bound to run the blockade, if possible, and that the cargo belongs to Southern owners, but whether legal evidence can be brought to prove that is another question.

I have the honor to report that the ship has proved herself to be a very fast vessel. She requires some minor alterations and repairs, which are duly reported to the proper officials. She is very stanch, and in proper trim and ballast is a very efficient vessel and, with the addition of 2 pivot guns and a howitzer, I think would be equal nearly to a third-class sloop. Asking for further instructions,

I have the honor to remain, very respectfully, your obedient servant,

HENRY T. MOORE,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, of interviews with General Prim, chief of Spanish forces, Commodore Dunlop, R. N., and M. de Saliqué, French minister at Vera Cruz, relative to affairs in Mexico.

U. S. FRIGATE POTOMAC,
Off Vera Cruz, March 2, 1862.

SIR: The departure of an American trading schooner on the 4th for New York enables me to add a word or two to my first dispatch, dated the 19th ultimo.

I took an early opportunity of making official visits to the chiefs, civil and military, of the parties combined against Mexico, and first of all to General Prim, Conde de Reus, chief of the Spanish forces and commanding in chief on shore. He received me with great cordiality, and detained me for more than an hour listening to an earnest exposition of his policy and purposes in regard to Mexico. He seemed to be anxious to impress upon me several leading points of policy which should govern his conduct, and, first of all, that neither Spain nor her allies had present or ulterior designs against Mexico touching the nationality, the soil, the constitution, or the existing administration of that country for any dynastic purpose, and declared emphatically that the existing unanimity of all classes of Mexicans would be a barrier sufficient to defeat such purpose if ever entertained; and that his Government would never have selected him (Prim) to execute it, for he was hostile to it in every point of view, and known so to be.

His second in command, General Milans de Bosch, who is a fine old soldier and speaks English well, was present at the last part of this friendly interview, and spoke to the same purpose and quite decisively.

I had an interview with Commodore Dunlop, who commands the British forces, ashore as well as afloat. Almost his first words touched upon the vital point of interest between us. He said that happily the threatened danger of hostilities had passed away; he was glad to see me here, "for," said he, with the utmost frankness, "when I came down here I confidently expected that in ten days I should have had my squadron operating against you on the coast." This acknowledgment will not fail to convey to you two weighty facts—first, that the contingent war orders had been given to the British naval chiefs; secondly, that the assemblage of the fleet at Vera Cruz, as against Mexico, was only a cover to the real purpose, to wit, a convenient basis of hostilities against our line of blockade, the western end of which is only three days' sail from Vera Cruz.

The British minister was not at home, but I met him at the hotel of the French admiral. A brief visit to M. de Saliqué, the French minister, enabled me to gather "that France did not desire to see the United States weakened."

I dined, by invitation of General Prim, on the 22d February, with the chief civil, military, and naval officers of the combined forces. General Prim called the attention of his guests to the fact that the day was the anniversary of the birthday of Washington, and after an eloquent eulogium upon the man whose fame and deeds were the common heritage of mankind, etc., called upon his guests to unite with him in a toast to his memory, which was rendered with gratifying manifestations of regard.

I shall not prolong this letter further than to say that the French forces marched to the interior four days since, with the French admiral at their head. Yesterday General Milans marched with three brigades

of Spaniards on the same route via Orizata [Orizaba?], and the British forces, less than either, follow immediately under Commodore Dunlop, the city of Vera Cruz being in the meantime garrisoned by sailors from the fleet, who were landing yesterday.

I have the honor to be, very respectfully, your obedient servant,

L. M. POWELL,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, relative to combined forces marching to interior of Mexico.

U. S. FRIGATE POTOMAC,
Off Vera Cruz, March 3, 1862.

SIR: The combined forces march to the interior, by the way of Orizata [Orizaba?], with the permission of the Mexican Government, which fact is established by a convention entered into by General Milans and the Mexican commissioners, of whom "Doblado" was, I believe, the principal. The exact terms thereof are not known; but it is known that a healthy position in the uplands, beyond the first defenses, which are to be vacated, is granted by the Mexicans to the expeditionary forces for the purpose of negotiating a definitive treaty of peace, the preliminaries of which have already been signed. Besides the papers herewith enclosed, I have this information directly from General Milans, who negotiated the preliminary convention. One of the leading features of it is that the strong places abandoned by the Mexican forces shall be restored, and the combined forces shall retire to Vera Cruz, should the final negotiations for peace fail.

The professed object of the allies is, first, pecuniary indemnifications or satisfactory security for the payment of rightful demands, and certain guaranties against future wrongs and injuries to persons and property of the States in question by the Mexicans.

Under the preliminary articles entered into, the Mexican flag has been hoisted over the castle and in the city, jointly with those of the allies; and this seems to indicate a friendly settlement of the differences. The English certainly have no heart in this business and will be satisfied with the execution of a former convention, known as "Dunlop's." The French are at issue with the Spaniards about some unknown matter, and the Spanish General Prim, as also his second, Milans, declare that they have neither the force nor the desire to push Mexico to extreme measures.

I enclose herewith the fifth number of the Eco, published on the 20th February, and a supplement of the same paper dated the 27th of the same month, for the information of the Department.

I have the honor to be, sir, respectfully, your obedient servant,

L. M. POWELL,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, relative to capture of sloop O. K., off Cedar Keys, Fla.

U. S. S. SANTIAGO DE CUBA,
Key West, March 4, 1862.

SIR: I remained in Key West seven days after my last communication to the Department, of February 6, waiting to hear from the consul at Havana. Not receiving any communication, I sailed on a cruise in the gulf, taking on board an extra quantity of provisions, to supply some of the blockading squadron on the coast of Florida, reported to be on short allowance by Commander Woodhull. Before sailing Flag-Officer Farragut requested me to take on board two army paymasters, Majors Watson and Locke, with their treasure, and land them at Ship Island.

During my cruise I touched at Ship Island, the two passes of Apalachicola, Cedar Keys, and Tampa Bay. Off Cedar Keys I captured a small sloop, named the *O. K.*, with a rebel on board, making his way to St. Marks. I took the sloop in tow with the intention of handing her over to the blockading vessel off that place, but in consequence of her bad condition and the heavy sea running she swamped. The man I shall hand over to Brigadier-General Brannan, commanding at this place.

* * * * * * *

I am, respectfully, your obedient servant,

DANIEL B. RIDGELY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Henry Chads, R. N., to Captain Craven, U. S. Navy, commanding U. S. S. Tuscarora, informing him his ship must leave Gibraltar twenty-four hours after anchoring.

H. M. SHIP LONDON,
Gibraltar, March 10, 1862.

SIR: I have the honor to inform you that, by the rules laid down by Earl Russell, her Britannic Majesty's secretary of state for foreign affairs, it will be necessary that the ship under your command should leave this port within twenty-four hours from the time of anchoring.

I have the honor to be, sir, your obedient servant,

HENRY CHADS,
Captain.

Commander CRAVEN,
U. S. S. Tuscarora.

Letter from the governor of Gibraltar to Captain Craven, U. S. Navy, commanding U. S. S. Tuscarora, relative to taking in necessary supplies and leaving port in twenty four hours from time of anchoring.

GIBRALTAR, *March 10, 1862.*

SIR: I am not aware of any communication which may have been made to you by the officer commanding H. M. S. *London*. There is no objection to your taking in supplies necessary for the subsistence of

your crew. I understand that your expression, "some supplies necessary for the ship" under your command, is to be limited to the quotation which I have made from the Earl Russell rules, which have been communicated to you.

I request you to notify this permission to the captain of the H. M. S. *London*, and I also request that your stay in Gibraltar may be limited to period of twenty-four hours from the time of the *Tuscarora's* anchoring in this port.

I have the honor to be, your obedient servant,

W. J. CODRINGTON,
Lieutenant-General.

[Commander CRAVEN,
U. S. S. Tuscarora.]

Report of Flag-Officer Bell, U. S. Navy, commanding U. S. naval forces, Pacific Ocean, advising the occasional presence of United States vessels on the South American coast as far as Valparaiso, Chile.

U. S. FLAGSHIP LANCASTER,
San Francisco, March 10, 1862.

SIR: I have the honor to inform you that we arrived at this port on the 7th instant, in twenty-four days from Acapulco, being most of the time, from a scarcity of coal, under canvas, and having adverse winds.

I have received communications from Commander McDougal, of the U. S. S. *Wyoming*, informing me that he towed up the U. S. storeship *Fredonia* from Valparaiso, which ship is now safely moored at Callao.

Commander McDougal, while at Valparaiso, had an interview with our minister, Mr. Nelson, who informed him that the most cordial feeling toward the U. S. Government existed on the part of Chile, and that the Chilian authorities would not permit privateers to fit out or receive any countenance from them. On her way to Panama the *Wyoming* touched at Tumbez and Guayaquil, and arrived at Panama February 19.

A communication received by Commander McDougal from our minister at Quito, Ecuador, states that the relations with Peru, which some time since had assumed a threatening character, had now calmed down, so that the Ecuadorian Government had reduced its army to a peace footing; that the presence at Guayaquil of one of our vessels of war was not now absolutely necessary, but recommends that one ship should occasionally touch there.

In the present state of our affairs I think it desirable to send each of the squadrons in succession to cruise down the coast as far as Valparaiso, touching at the most important places, not only to give security to our countrymen engaged in business, but to let these South American governments see that, notwithstanding our difficulties at home, we still have the power to punish any infractions of our treaties and to afford ample protection to our commerce along their coasts.

The *Cyane* was to leave Panama for Valparaiso on the arrival of the *Wyoming*. She must have sailed about February 21, and as I directed the captain of the *Saranac* to tow her well out of the bay, she will soon be at Valparaiso.

The *Wyoming* will proceed to Acapulco to take the place of the *Narragansett*, which vessel I have ordered here for repairs. The *St. Mary's* is now here, where she has been awaiting our arrival, to effect an exchange of officers ordered by the Department. She will sail in a day

or two for a cruise along the coast and in the Gulf of California as far as Cape Corrientes.

This ship will go to the navy yard, Mare Island, day after to-morrow, where she will undergo extensive repairs in her hull and machinery, both of which are unseaworthy in their present condition.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Flag-Officer, Commanding U. S. Naval Forces, Pacific Ocean.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of arrival at Algeciras, enclosing correspondence relative to arrest of Messrs. Myers and Tunstall at Tangier.

U. S. STEAM SLOOP KEARSARGE,
Algeciras, March 12, 1862.

SIR: I have the honor to report my arrival at this place at 10 p. m. on the 7th instant, where I found the U. S. steam sloop *Tuscarora*, Commander T. A. Craven, blockading the *Sumter*, lying on the opposite side of the bay at Gibraltar. On arrival here my engines were out of running order and needing some five days' work, but owing to the state of affairs at Tangier resulting from the arrest of Messrs. Myers and Tunstall, I deemed it advisable to proceed to that port with Consul J. DeLong, then on a visit to Gibraltar, which I did on the 10th, and landed him with a salute of nine guns. I also exchanged a national salute with the Moorish authorities, and had a very pleasant and satisfactory interview with the Moorish minister of foreign affairs.

Returning to Algeciras on the 11th, I hove to off Gibraltar for the purpose of landing a passenger and dispatches, when I received a verbal communication from his Excellency the governor of Gibraltar, through the health officer of the port, requesting to know my reasons for appearing off that port.

A copy of my communication to him on this point, as well as his reply thereto, are respectfully enclosed. I also enclose a communication from Horatio J. Perry, esq., chargé d'affaires at Madrid, with my reply to the same.

I beg to state that had my engines been in reliable order for chase I should have sent the *Tuscarora* to Tangier, and remained myself to perform what I consider the first object of my instructions.

The *Sumter* at present lies at anchor in the port of Gibraltar, with but a few hours' coal on board, and owing to the active exertions of our consul, Horatio J. Sprague, is cut off from all chance of obtaining an additional supply. Some twenty of her men have deserted, and a greater part of the remainder watching a chance of escape. I shall not, however, on these accounts be the less vigilant. I am at present at work upon [the] engines, which will in a few days be in perfect order, and trusting the care of the *Sumter* to the vigilance and readiness of the *Tuscarora*,

I have the honor to be, your obedient servant,

C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

LEGATION OF THE UNITED STATES,
Madrid, March 5, 1862.

CAPTAIN: A telegraphic dispatch last evening tells me of the arrival of the *Kearsarge* at Cadiz. Information has already reached me by mail that our consul, Mr. DeLong, was in some trouble at Tangier on account of the arrest of Messrs. Myers and Tunstall, referred to in my letter of February 26. But as I have subsequent notice that these persons were safely embarked on board the *Ino*, and had arrived in her at Algeciras, it is to be hoped that all difficulty has ceased at Tangier. If unfortunately this should not be the case, you will allow me to express my opinion that the just and patriotic action of our consul ought to be sustained at all hazards, and the honor and authority of our consulate-general at Tangier must be maintained.

From my information it seems that the Moorish authorities have from the first been well disposed and their action unobjectionable; the whole difficulty is supposed to have arisen from the intrigues of other foreigners at Tangier, to which perhaps the authorities at Gibraltar are not wholly strangers. But neither the Government of Great Britain nor that of any other Christian power can ever have authorized nor will it sanction such proceedings. The act of Mr. DeLong was perfectly legal and proper, and was performed in the legitimate exercise of precisely the same kind of authority claimed and exercised by all the consuls of the Christian powers over the subjects of their respective governments found within that jurisdiction.

It is not probable in any case that the secession sympathies of a few of the subordinate authorities of Great Britain will be powerful enough to lead that Government into the mistake of attempting in any way to diminish the consular authority and jurisdiction of the Christian powers in the Mohammedan states, an authority and jurisdiction which England more than all others is interested to maintain. Whilst, therefore, I would recommend much and careful consideration to be manifested toward the Moorish authorities of Tangier, if the position of our consul is at all compromitted at that place by recent events, I hope you will sustain him with all the force you may have available for the purpose, exacting from those authorities all the respect and deference and protection which it is their duty to give him. A prompt and energetic demonstration by you before Tangier with even a very small force would probably tell better for the interests of our Government, in its moral effect upon the Moors, than a much larger expedition later, when disputes may have intensified the evil and delay rendered the position of our consul worse. I repeat, it is to be hoped that all trouble will have ceased with the withdrawal of the prisoners. You are upon the spot and will be better able to judge of the state of things than I can. It is my purpose to speak only of the diplomatic and political bearings of the supposed difficulty at Tangier, and of such action as it might become your duty to take, in view of certain circumstances of which you will have better knowledge than I have; but it might be well at any rate, whenever the exigencies of your blockade of the *Sumter* will permit, to visit the anchorage of Tangier in a friendly way, as it is some time since the Moors have seen our flag displayed by a man-of-war at that port.

I write to you as senior officer of the little squadron now present near the Straits of Gibraltar, and, as I suppose, in command of all the

ships. If I am in error, please pass this communication to the flag-officer, whoever he may be, and believe me, sir, with much respect,

Your most obedient servant,

HORATIO J. PERRY.

Captain T. AUGS. CRAVEN,
Commanding U. S. War Steamer Tuscarora, at Algeciras.

U. S. STEAMER KEARSARGE,
Off Gibraltar, March 8, 1862.

SIR: Your communication, dated March the 5th, addressed to Commander Craven, has been referred to me as senior officer.

In relation to the rumored trouble at Tangier in consequence of the arrest of Messrs. Myers and Tunstall, I am happy to assure you that you have been misinformed. Mr. DeLong dined on board with me to-day, and freely discussed disturbances attending the arrest. He assures me that during the several days following the event all was quiet.

I cordially agree with you in opinion that the great and patriotic action of our consul ought to be sustained, being perfectly legal and proper, since it was sanctioned and aided by the Moorish authorities, who alone had any right to interfere. As regards the "energetic demonstration before Tangier, with even a very small force," I will meet your views so far as to proceed to Tangier with Consul DeLong, salute and land him, and evince our appreciation of the friendly conduct of the Moorish Government by salute and interchange of civilities. The *Ino* sent her prisoners home on the 5th by the *Harvest Home.*

I am, with much respect, your obedient servant,

C. W. PICKERING,
Commander.

HORATIO J. PERRY, Esq.,
Chargé d'Affaires, Madrid.

U. S. STEAM SLOOP KEARSARGE,
Off Algeciras, March 11, 1862.

SIR: I avail myself of the earliest opportunity to reply in writing to a question propounded me this day by the health officer, by command of your Excellency, for my reasons for appearing off Gibraltar.

Having on board dispatches from her Britannic Majesty's minister at Tangier, Drummond Hay, esq., I desired to place them at an early moment on board the *London* for delivery on shore. I was also desirous of affording a prompt arrival at his destination of Mr. Matteo, brother-in-law of her Britannic Majesty's consul at Tangier, Mr. Read, who came from thence to Gibraltar as passenger in this vessel.

I take the present occasion to renew my considerations, and remain,

Your Excellency's obedient servant,

C. W. PICKERING,
Commander.

His Excellency Sir W. CODRINGTON,
Governor and Commander-in-Chief of the Fortress of Gibraltar, etc.

SECRETARY'S OFFICE,
Gibraltar, March 12, 1862.

SIR: I am directed by the governor to acknowledge the receipt of your letter dated 11th instant, and to acquaint you that his Excellency requests me to explain to you that the only reason for the particular questions put to you by the health officer is the necessity of complying with the instructions of Earl Russell.

The governor begs to thank you for your courtesy in bringing over the dispatches.

I have the honor to be, sir, your obedient servant,

S. FREELING,
Colonial Secretary.

Commander C. W. PICKERING,
U. S. Steam Sloop Kearsarge, etc.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, relative to cruise, and to two steamers in Havana Harbor, which successfully ran blockade from Mississippi and Louisiana.

U. S. S. SANTIAGO DE CUBA,
Havana, March 13, 1862.

SIR: I left Key West after taking in coal and provisions, and arrived at Havana on the 10th instant. I found in the harbor two steamers which had run the blockade, one from the Sabine River, Louisiana; the other from the Mississippi. One of them sailed from here yesterday evening, and the other at 1 o'clock a. m. this morning. I shall leave to-day, and cruise between the Sabine and Mobile on an east and west course, distant from 80 to 100 miles from land, in the hope of intercepting them. They do not approach near the land during daylight. I shall cruise for two weeks on that line, and return here.

I am, very respectfully, your obedient servant,

DANIEL B. RIDGELY,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, relative to arrival at Cadiz, and the notice of C. S. S. Sumter being at Gibraltar.

U. S. SHIP ST. LOUIS,
Cadiz, Spain, March 14, 1862.

SIR: I have the honor to report my arrival this day at this place, after a tempestuous passage of thirty days from the Delaware. I have only been a few hours at anchor, and part of that time under usual restrictions of communication with the shore, and therefore I have not learned any matters that would be of interest.

Our consul has only had time to give me notice that the piratical steamer *Sumter* is now at Gibraltar, and that her movements are being closely watched by our steamers, *Kearsarge* and *Tuscarora*, and ship *Ino*; all of which must have been ere this subjects of communication from the commanders of those vessels. The mail leaves to-morrow

morning, and I take this my earliest opportunity of reporting to the Department. I am happy to state that with few exceptions the health of the officers and crew is good.

I am, sir, very respectfully, your obedient servant,

M. C. MARIN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander DeCamp, U. S. Navy, commanding U. S. S. Iroquois, relative to cruise and arrival at St. Thomas, West Indies.

U. S. S. IROQUOIS,
St. Thomas, March 14, 1862.

SIR: I have the honor to report the arrival of this ship at this port, after a cruise of twenty-two days. During the cruise we called at the port of La Guayra, for the purpose of communicating with our minister at Caracas, but ascertaining that he had taken his departure for St. Thomas and home the day previous to our arrival, we immediately got underway and stood for Puerto Cabello, where we remained two days. During our stay at the latter port we were honored by a visit from General Paez and suite. The general was about embarking with a portion of his army to attack the rebels near Maracaibo, and solicited a passage for himself and staff in this ship to a place called Coro, distant about 150 miles west of Puerto Cabello. For obvious reasons I declined the general's request, but in doing so I endeavored to avoid just cause for offense. I think that the general was satisfied with my course in the matter, as I trust the Department will be. From Puerto Cabello we went to Curaçao to replenish our coal. Our stay at Curaçao was most agreeable to all on board. We were received most kindly by Governor Call [Crol?], the Dutch commodore, and by the officers of the army, while the citizens en masse threw their doors open to us.

Since my arrival in the West Indies we had heard from several sources that the rebel privateers had established a depot at the group of islands known as the Roques; at Curaçao the report was confirmed. I therefore determined to visit those islands for the purpose of ascertaining the truth of such report, and to destroy such a nest should I discover it. The Roques are well calculated to afford shelter to pirates, but after a diligent search of the entire group no trace of a depot could be found. The harbor of El Roque is a splendid roadstead, and as the shore afforded a fine landing, we remained there twenty-four hours, for the purpose of exercising our crew at battalion drill, howitzer practice, and in firing shells and shots with our great guns.

The Department's letter dated January 30, authorizing me to endorse bills on Messrs. Baring Brothers & Co., is received, also your letter of the 8th ultimo, respecting the future destination of the *Iroquois*.

To-morrow I shall proceed to sea and make the best of my way to the place designated in your letter. I am happy to inform you that the sanitary condition of the *Iroquois* is good.

I have the honor to be, most respectfully, your obedient servant,

JOHN DECAMP,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, announcing that he had ordered U. S. ship Ino to Palermo in pursuit of the steamer Oreto, and enclosing correspondence relative thereto.

U. S. STEAM SLOOP KEARSARGE,
Algeciras, Gibraltar Bay, March 15, 1862.

SIR: I have the honor to forward to the Department copies of letters (received yesterday evening through Mr. Sprague, U. S. consul at Gibraltar) from the American legation at London and consulate at Liverpool, herewith enclosed and respectively marked A and B.

The arrival of the U. S. ship *Ino* from Cadiz and Tangier on the previous evening enabled me to dispatch her this day for Palermo, for the purposes as set forth in my orders to her commanding officers, a copy of which, marked C, is enclosed. The aforesaid advices from England relative to vessels there fitting out for illegal purposes, and the probability of one or more visiting the Mediterranean, where the field is so extensive for depredations upon American commerce, coupled with reports of our consuls at neighboring ports requesting the presence of men-of-war to protect our interests, induces me to recommend to the Department an augmentation of the present naval force. Steamers are the only vessels that would meet all the demands.

I am gratified to be able to report the good health of the officers and men of the vessels now upon this station.

I have the honor to be, very respectfully, your obedient servant,
C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

UNITED STATES CONSULATE,
Liverpool, February 28, 1862.

DEAR SIR: There is fitting out here a screw steamer (wood) gunboat, which is intended for a Confederate privateer. She is to be taken out on a trial trip to-morrow, but I have reasons for believing she will not return here, but will go on to some other port, in England it may be, or the Mediterranean, to receive and fit her guns, etc., and fill up or receive her crew, be there delivered to the Confederate agents and commence her piracies. I write that you may spare no effort to obtain information and promptly communicate it to the minister or Government, whose duty it will be to prevent her fitting out, as well as to our own Government and to me. She is now called the *Oreto;* is a screw steamer, 700 tons; will go [from] here under the British flag, commanded by Captain Duguid.

Yours, truly,
THOMAS H. DUDLEY,
U. S. Consul.

U. S. CONSUL,
Gibraltar.

B.

LEGATION OF THE UNITED STATES,
London, March 5, 1862.

SIR: I am instructed by Mr. Adams to acknowledge the reception of your note of the 25th ultimo, with its enclosures. He directs me to inform you that he has learned from the U. S. consul at Liverpool that a screw gunboat called the *Oreto* has been fitted out at that port with six months' provisions, and was to sail yesterday for Palermo and Jamaica, the owner being W. C. Miller, and the commander, Duguid. It is pretended that this vessel is intended for the Italian Government, and was ordered for it by Thomas & Co., of Palermo, to whom she is consigned; but satisfactory evidence exists that she belongs to the rebels, and is designed as a privateer by them. She is bark rigged, has 2 funnels, has 8 port holes on each side, 8 rifled cannons, and 2 heavy swivel pivot guns to rake fore and aft. When fully equipped she will be a formidable antagonist.

Mr. Adams called the attention of the British Government to this vessel a few days ago, and the reply was that she was for the Italian Government. This, however, has been ascertained to be incorrect. But the Government here have kept a strict watch on her, and she has not been able to take her guns on board. It is now stated that she is not to be delivered to her owners until she reaches Palermo, and that her guns will be taken on board there. These were shipped on Saturday on the *Bermuda*, the screw steamer that ran the blockade at Savannah last fall; and she sailed that day ostensibly for some of the West India Islands. The guns are at the top of her cargo and can be easily taken out. Mr. Marsh, at Turin, has been notified of the character of this vessel, and as she may go to the Mediterranean, Mr. Adams deems it proper to inform you about her.

I have the honor to be, sir, your obedient servant,

BENJ. MORAN,
Acting Secretary of Legation.

HORATIO J. SPRAGUE, Esq.,
U. S. Consul, Gibraltar.

C.

U. S. STEAM SLOOP KEARSARGE,
Algeciras, March 15, 1862.

SIR: You will proceed with the ship under your command to Palermo with all possible dispatch in pursuit of the screw steamer *Oreto*, which vessel is reported to have left Liverpool on the 4th instant for Palermo. I enclose herewith a copy of a letter from our minister at London, giving an account and description of the *Oreto*. Should you be so fortunate as to fall in with her, you will capture and send her to the United States for adjudication. On arrival at Palermo you will communicate and advise with the U. S. consul, and if after a reasonable lapse of time nothing is heard of the *Oreto*, you will return to this port.

Wishing you a pleasant and successful cruise, I am, very respectfully, your obedient servant,

C. W. PICKERING,
Commander.

Acting Volunteer Lieutenant JOSIAH P. CREESY,
Commanding U. S. Ship Ino.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of a cruise from February 16 to March 20, 1862.

U. S. BARK W. G. ANDERSON,
Latitude 25°, Longitude 69°, March 20, 1862.

SIR: I avail myself of a homeward-bound vessel to inform you of our movements, though nothing of importance has occurred since my last dispatch to the Navy Department, per British *Iris* for Boston, spoken February 16. Our stores are now getting much reduced and my present expectation is to be in Boston between the 8th and 15th April, making the cruise six months.

* * * * * * *

Hoping to bring the *W. G. Anderson* into port in as good order as she left it, and regretting we have had no more success in meeting privateers,

I have the honor to be, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant,
Commanding U. S. Bark W. G. Anderson.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, stating the necessity of going to Cadiz for repairs and withdrawing from watch of C. S. S. Sumter, with enclosures from authorities at Gibraltar.

U. S. STEAM SLOOP KEARSARGE,
Algeciras, March 24, 1862.

SIR: I have the honor herewith to enclose a copy* of a survey upon a portion of the machinery of this ship in reference to the defect of which the chief engineer made verbal report on the evening of the 22d instant, which I requested him to put in writing and received the next morning as per copy embodied in the survey.

I regret the necessity of losing sight of the *Sumter* for a moment, but deem it imperative under the circumstances to proceed to Cadiz for the purpose of making the suggested repairs, leaving the *Sumter* to the care of the *Tuscarora*. Said repairs will be effected with every expedition available, upon the completion of which I shall instantly return to this port.

Since my letter of the 15th instant nothing worthy of note has transpired save, it may be, the reception of the enclosed communication from the governor and senior naval officer at Gibraltar, the receipt of which, as will be seen, I acknowledged in courteous terms, if not in feeling.

I am happy to state that the most friendly feeling is evinced by the Spanish officials at Algeciras, on shore and afloat, toward our Government.

I have the honor to be, your obedient servant,

C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* Omitted.

[Enclosures.]

GIBRALTAR, *March 19, 1862.*

SIR: We have the honor to inform you that there now exists no objection to boats from the ships of war of the United States at Algeciras coming over to Gibraltar. We request you will be good enough to give instructions to persons in charge of all boats not to approach so close to the *Sumter* as to give rise to any cause of complaint.

We have the honor to be, sir, your obedient servants,

W. [J.] CODRINGTON,
Lieutenant-General and Governor.
FRED. WARDEN,
Captain and Senior Naval Officer.

Commander C. W. PICKERING,
U. S. Steam Sloop Kearsarge, Ageciras Bay.

U. S. STEAM SLOOP KEARSARGE,
Algeciras, March 20, 1862.

SIR: I have the honor to acknowledge the receipt of a communication of the 19th instant, signed by your Excellency and Captain Frederick Warden, senior naval officer, informing me "that there now exists no objection to boats from the ships of war of the United States at Algeciras coming over to Gibraltar." I am pleased that the former objection is removed, and in availing myself of the facilities thereby afforded, shall issue instructions in conformity with the request of your Excellency.

I have the honor to be, sir, your Excellency's obedient servant,

C. W. PICKERING,
Commander.

His Excellency W. [J.] CODRINGTON,
Lieutenant-General and Governor of Gibraltar, etc.

Report of Commander Marin, U. S. Navy, commanding U. S. Ship St. Louis, stating that the Sumter was closely watched in Gibraltar by the Kearsarge and Tuscarora, and that vessels for slave trade were being fitted out in Cadiz Harbor.

U. S. SHIP ST. LOUIS,
Cadiz, Spain, March 28, 1862.

SIR: On my arrival at this place on the 14th instant I had the honor to report in a hurried letter to the Department. Soon after my arrival I had reliable information that the rebel steamer *Sumter* was in Gibraltar, closely watched by the steamers *Kearsarge* and *Tuscarora*, and I subsequently learned by letters from Commander Pickering, of the steamer *Kearsarge*, and from H. J. Sprague, esq., our consul at Gibraltar, that the *Sumter* was not making attempt to fit out again.

Commander Pickering says to me that no further force is necessary in that vicinity. I shall therefore not deem it necessary at present to proceed to Gibraltar, but will as soon as possible sail on a cruise in the Atlantic, and Lisbon will be my next port, to communicate with our minister there.

Matters have arisen that have taken some attention. I have found here two American vessels, the ship *Clarissa* and brig *Falmouth*, both suspected of being in preparation to engage in the slave trade. I must

confess that I have felt a delicacy in interfering with these vessels, inasmuch as the subject has been represented, as I am informed, to the American minister at Madrid, and that these vessels have been deprived of their papers by order of the State Department at Washington. I presume that the object of depriving them of their papers was to keep them in this port, which I presume is within the power of our consul here, but the *Clarissa* has clandestinely sailed. Finding that the *Clarissa* had sailed, I directed a note to the military governor of Cadiz, requesting that the *Falmouth* should be detained, and finding that my note was not replied to, I called on the governor, when he informed me that a reply had been made to a note from our consul on the subject. This has led me to believe that they look to the consul for action in the matter.

It seems that this harbor is a rendezvous for vessels fitting out for the slave trade, and I am reliably informed, and from what I have seen, that there are notorious American citizens here known to have been engaged in the slave trade. An active agent would, I think, do much to frustrate the plans of slave dealers in this port and vicinity.

My clerk, Mr. George H. Calvert, finding that ship life did not suit him, has been allowed to return to the United States at his own expense.

There being a vacancy on board of an acting master, I have given an appointment to Acting Master's Mate Allen Hoxie, subject to confirmation by the Navy Department. Mr. Hoxie is a gentleman of experience, and I take pleasure in recommending him for the full position of acting master.

I am, sir, very respectfully, your obedient servant,

M. C. MARIN,
Commanding U. S. Ship St. Louis.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington D. C.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, of arrival at St. Thomas, West Indies, and of the rumored capture of C. S. S. Sumter, off Tangier.

U. S. S. QUAKER CITY,
St. Thomas, March 28, 1862.

SIR: I have the honor to report my return to this port on the 24th instant, from a cruise to the southward and westward, touching at San Domingo, Curaçao, Puerto Cabello, and La Guayra, taking on board while at Curaçao 183 tons coal and 4,000 gallons of water. Information was brought here on the day of my arrival, by an American captain, from St. Pierre, Martinique, of the capture of the rebel steamer *Sumter* by the U. S. gunboat *Tuscarora*, off Tangier. Should this information be confirmed on the arrival of the English mail steamer from Southampton on the 1st proximo, I shall immediately comply with the instructions of the Department of December 14, 1861, and report, as directed, for duty in the Gulf Squadron.

I am pleased to report that the officers and crew are in the enjoyment of excellent health.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, noting changes in Spanish, English, and French forces at Vera Cruz, and giving account of capture of British steamer Labuan in Mexican waters by the U. S. S. Portsmouth.

U. S. FRIGATE POTOMAC,
Off Vera Cruz, March 30, 1862.

SIR: Since my last dispatch, No. 4, dated March 3, 1862, some changes in the face of affairs near Vera Cruz have taken place. The Spanish force has been reduced by one or more battalions, which were sent lately to San Domingo. The English land force has been withdrawn, except a few marines, which help to garrison Vera Cruz, all the rest having embarked in the *Donegal* and *Sans Pareil*, ships of the line, together with the numerous sick, and sent to Bermuda. On the other hand, the French forces have been largely augmented, and more are expected. The *Turenne*, ship of the line, arrived some days ago with 1,100 troops, and she followed close upon several other troop ships direct from France.

General Lorencez, the commander in chief of the French forces, is said to have declared that he shall be guided by instructions he brings with him, regardless of the recent conventions entered into by the joint commissioners with the Mexican authorities. His tone is frank, and he takes high ground in relation to Mexican affairs, the control of which is likely to fall into his hands.

The English force is reduced by the two ships of the line above named. The *Ariadne* went off in company with the *Sans Pareil*, and the *Phæton* was sent some ten days since to the mouth of the Rio Grande. There remains here of English, *Mersey*, *Challenger*, *Jason*, *Desperate*, and some screw gunboats, and *Barracouta*, side-wheel. Of the French, *Massena*, 100; *Turenne*, 100, the last disarmed; *Astreé*, *Foudre*, *Guerriere*, first-class frigates, all screw ships, with several smaller vessels. One of them, the *Berthollet* 6, side-wheel, sailed for the Rio Grande on the same mission as the *Phæton*. Of that mission I will now speak.

It was reported to the British Commodore Dunlop that the U. S. ship *Portsmouth* had captured the British steamer *Labuan* whilst at anchor loading with cotton in Mexican waters. Subsequently, as Commodore Dunlop told me, the British consul-general at Havana wrote him that the supercargo and master of the *Labuan* were there, and reported to him that the vessel was at anchor off the bar of the Rio Grande, in Mexican waters, loading with cotton from Matamoras, which they said was brought to them down the river in whole or in part by a lighter, flying, it is true, the secession flag, but still in Mexican waters. They make reports on these facts to British authorities, and amongst others to Commodore Dunlop, who sent the *Phæton* to the Rio Grande to verify the facts of the case.

The *Berthollet* was sent for a more general purpose, having no specific case to look after. Her purpose was to communicate with the blockading ships off the Rio Grande, to ascertain to what extent the commanders had already or were instructed to blockade in future the Rio Grande, to which neutral commerce had the right of entry and free trade with the Mexicans.

I gave to Captains Tatham, of the *Phæton*, and de Jonquières, of the *Berthollet*, civil letters of introduction to Commander Swartwout, of the *Portsmouth*, and wrote to the flag-officer all that I could learn at the same time.

Two days since I had an interview with Commodore Dunlop, in which

he read me the outline of a letter he designed to forward to Flag-Officer Farragut on the return of the *Phaeton*, if her information corresponded with reports already made to him. The letter was very friendly in its tone, enforced by the verbal remark that it would be a great misfortune if the returning current of good feeling in England should be arrested by indiscreet, illegal, or vexatious application of the rights of the belligerent against the lawful trade of a neutral vessel.

I enclose for your information a minute* of the points made by Commodore Dunlop in the letter read to me, as accurately as I could make from memory.

Respectfully, your obedient servant,

L. M. POWELL,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander DeCamp, U. S. Navy, commanding U. S. S. Iroquois, of controversy with commanding officer of H. B. M ship Cadmus regarding alleged deserter from that ship on board an American bark.

U. S. S. IROQUOIS,
Southwest Pass, March 31, 1862.

SIR: Through an inadvertence I have hitherto neglected to inform you regarding an incident at St. Thomas, which for a time threatened to assume an importance which it fortunately did not attain.

On the 16th of January last Captain H. S. Hillyar, of H. B. M. ship *Cadmus*, 22 guns, sent an officer and boat's crew alongside an American bark lying in the harbor of St. Thomas, and demanded the delivery of a seaman on board the bark, said to be a deserter from the *Cadmus*. The captain of the bark peremptorily refused to give the man up, and stated that he (the man) had signed articles in England for the voyage. The British officer then returned to the *Cadmus* with the American captain's answer. Captain Hillyar sent his officer back with an order to the captain of the bark to send the man aboard immediately, without further parley. The captain of the bark returned answer that the man had been enticed from his vessel at St. Thomas by an English officer, and had afterwards repented and returned, and that he could not give him up. The next day the captain repeated his demand in the most peremptory manner, when I felt it my duty to interfere. I sent word to the governor of St. Thomas that the man should not be forcibly taken if I was able to prevent it with the forces at my disposal, and that I would not be responsible for any damage to the town or shipping in case Captain Hillyar persisted in his course.

The result was that Captain Hillyar did not pursue the matter any further; if he had, I should have done my utmost to prevent the forcible and unjust accomplishment of his purpose.

I have the honor to be, most respectfully, your obedient servant,

JOHN DECAMP,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* Not found.

Report of Commander Thatcher, U. S. Navy, commanding U. S. ship Constellation, of cruise from Portsmouth, N. H., to Lisbon, Portugal.

U. S. SHIP CONSTELLATION,
Lisbon, Portugal, April 1, 1862.

SIR: I have the honor to inform the Department that I sailed from Portsmouth, N. H., on the 11th ultimo, and on the 23d at sunset made the islands of Fayal and Pico; weather stormy. On the following day ran in in front of the town, and in full view of the port of Horta, and attempted to communicate with the shore, the sea being very high and the weather squally and threatening.

In attempting to land my boat was swamped and stove alongside, nearly drowning her crew; and as no boat could come off from the shore, I reluctantly gave up the attempt to land on that day; and, after ascertaining that there were only two small barks in port, I stood out for the night, intending to land on the following day. But the sea continuing very high, and a hard gale coming on from the northward and westward, I was obliged to run off under short sail. For several successive days this weather continued with no prospect of a change. I therefore bore up for Lisbon, satisfied that no hostile vessel was at Fayal, and arrived here on the 1st instant, and communicated with our minister, Mr. Harvey.

He informs me that he has recently advised the Department of State of the existing state of our affairs on the Atlantic coasts of Portugal, Spain, and Morocco; and that the *Sumter* remains at Gibraltar, closely watched by the *Kearsarge* and the *Tuscarora*, and that the *Ino* is cruising in that vicinity.

I shall, as soon as possible, leave this port for Cadiz, and from thence in the execution of my instructions, and shall from time to time inform the Department of my movements.

Our passage across the Atlantic was a series of gales and heavy weather. I had the misfortune to lose overboard one of my seamen, John Campbell, who was washed from the forecastle. His body was recovered, but life was extinct before he was got on board.

I have the honor to be, your very obedient servant,

H. K. THATCHER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. chargé d'affaires at Madrid to Captain Craven, U. S. Navy, requesting evidence relative to the capture of the American bark Neapolitan by the C. S. S. Sumter.

LEGATION OF THE UNITED STATES OF AMERICA,
Madrid, April 11, 1862.

CAPTAIN: I have received orders from Washington to prosecute the claim of the owners of the American bark *Neapolitan*, captured, as alleged, within a marine league (the affidavit of captain and mate say 1½ miles) from the coast of Ceuta, on the 18th of last January, by the *Sumter*, and totally destroyed, against the Spanish Government, in whose jurisdiction the capture was made.

It is understood that you have on board the *Tuscarora* several

men who were on board the *Sumter* herself, at the time the *Neapolitan* was boarded. May I request you to have these men before you and take their affidavit as to the point where the *Neapolitan* was, and whether in fact they consider she was within 3 miles from the shore, and whether it was the shore of Ceuta, or that of the Sultan of Morocco; in short, to collect and transmit to me all the evidence in your power bearing upon the point of the position of the *Neapolitan* at the time of her capture. I write to request Consul Sprague to go on board your ship, if there is no objection to this course on your part, so as to put this evidence into legal form for use in this legation.

Respectfully, sir, your obedient servant,

HORATIO J. PERRY.

Captain CRAVEN,
Commanding U. S. S. Tuscarora, near Algeciras.

Report of Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, regarding alleged Confederate schooner W. E. Alexander, and enclosing correspondence relative thereto.

U. S. SHIP INO,
Palermo, April 12, 1862.

SIR: I have the honor to report to you my arrival at this port March 22, seven days from Algeciras, under instructions from Captain Pickering, of the *Kearsarge*, copy of which I herewith enclose. On my arrival here I found a schooner called the *W. E. Alexander* of Savannah, Ga.; she came here with American colors and claimed protection from the American consul, on account of which I wrote a note to Mr. Monti, requesting he should take the necessary steps for placing me in possession of that vessel to be sent to the United States for adjudication. He immediately communicated with Mr. Marsh at Turin upon the subject, and from whom no answer was received until late last evening, and from which it will appear to my mind that the ground taken by Mr. Marsh is that she came here under the rebel flag.

I can see no reason for coming in contact with the Italian Government in arresting an American vessel here that places herself under the jurisdiction of our consul. The vessel acknowledges no confederacy and in case of injustice has the protection of the law at home, and is, I think, amenable to the same at home or abroad. The captain has not repudiated the American Government and claimed the right of asylum as a Confederate, which would have put a different phase upon the subject, but is here as an American citizen with Confederate papers, which is sufficient ground, I think, for his arrest. The captain is one-fourth owner of the vessel, and I proposed to him some days ago to surrender his vessel to me and I would put a prize crew on board (taking his with me) and allow him to charter the vessel for some loyal port of the United States, and he could go home (with his wife) as the nominal captain of the vessel, by which act he would satisfy the Government of his loyalty and would be allowed to retain his interest in the vessel. This offer he has declined, in a note bearing date of the 11th instant, copy of which I herewith enclose. Feeling I ought not to delay my departure longer, shall go to sea to-day, for Algeciras, should a wind come, leaving this vessel in the hands of the consul, who will prevent her departure till instructions from the Government are received.

I have had my damage, sustained on passage from Boston, repaired here, except replacing the boat lost. Have also put new topmast rig-

ging over mastheads, brought from Boston for that purpose, and given the ship and rigging a general overhauling, painting, etc. My intercourse with the authorities here has been very pleasant and agreeable. The governor and family have visited and dined on board my ship, and myself and officers have been treated with great deference by all we have come in contact with. The governor has been exceedingly kind and polite, he having invited me to dine with him and to attend the levees given by him every Tuesday evening, and on two occasions he has invited me to the theater with his family. I mention these facts in justice to the governor.

I received your favor of February 12, covering credit for $5,000 on Baring Brothers, at the moment of my departure for Algeciras, too late to acknowledge receipt of same at that place. This will be accompanied with full documents to date.

I have the honor to be, sir, your most obedient servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. SHIP INO,
Palermo, March 29, 1862.

SIR: Having had the perusal of the papers of the several ships now at this port, and finding those of the schooner *W. E. Alexander*, representing said vessel as being wholly owned in Savannah, State of Georgia, and having pretended Confederate papers, and at the same time claiming to sail under the American flag and your protection as the U. S. consul, I deem it my duty to request your immediate attention to taking such measures as are necessary for my taking possession of that vessel, in order that she may be sent to the United States for adjudication, as a lawful prize to the U. S. ship *Ino*. My authority for such proceedings you will find in the accompanying copy of instructions from the Navy Department. Seeing no reason for difficulty with the authorities in this matter, as the captain claims the protection from you as U. S. consul, which is only due loyal citizens, he can be removed with the same facility as the owner of a ship residing in the United States can remove an unfaithful captain from his ship in any foreign port.

Trusting you will lose no time in making the necessary arrangements, I am, sir, with the highest respect, your obedient servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding.

LUIGI MONTI, Esq.,
U. S. Consul.

PALERMO, *April 11, 1862.*

SIR: I must inform you that your proposal in regard to the schooner *W. E. Alexander*, of Savannah, can not be complied with to-day, as my friend that I agreed to consult with before taking any action is gone to the country and will not be back before Monday.

Your obedient servant,

N. E. TUCKER,
Master, Schooner Wm. E. Alexander, of Savannah, Ga.

COMMANDER OF THE U. S. SHIP INO.

It is known that the captain has flown the rebel flag.

J. P. CREESY.

Letter from the U. S. consul at Gibraltar to Commander Craven, U. S. Navy, announcing the abandonment of the Sumter there.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, April 12, 1862.

SIR: I have the satisfaction to inform you that the piratical career of the steamer *Sumter* has closed at this port. With the exception of the engineers, two junior officers, and sufficent men to keep her in order, all her crew have been paid off since the 8th instant, and her commander, Semmes, with eight others belonging to the *Sumter*, left this port last night by the British mail steamer *Moultan* for Southampton. Her discharged crew are leaving this by degrees by different conveyances to distant ports.

I am, sir, your obedient servant,

HORATIO J. SPRAGUE,
U. S. Consul.

Commander CRAVEN,
U. S. S. Tuscarora, off Algeciras.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, announcing abandonment of C. S. S. Sumter at Gibraltar.

U. S. S. TUSCARORA,
Algeciras, April 12, 1862.

SIR: I have the honor to inform you that I have this day received from Mr. Sprague, U. S. consul for Gibraltar, official intelligence that the officers and crew of the pirate *Sumter* have left that vessel, a few ship keepers being retained on board. It is with great satisfaction I make this communication, as I am enabled to feel that the close blockade I have kept for the past two months has not been without its results. So soon as I can be perfectly assured that the vessel has been abandoned I will go on a cruise in search of the *Orcto*, as I have suspicions that a number of the officers have gone to join that vessel.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report from Lieutenant McDougal, U. S. Navy, commanding U. S. S. Saginaw, stating that he had been ordered to remove his vessel from Hongkong, and enclosing order therefor.

U. S. S. SAGINAW,
Macao, April 13, 1862.

SIR: I have the honor to report the following:

The anticipated troubles with England having subsided, on the 19th ultimo I removed this vessel from this place to Hongkong, deeming Hongkong to be the better place for carrying out any instructions I might receive from the Department concerning her. On the 5th instant I received a call from the harbor master, who informed me that

he had been instructed to notify me to remove the U. S. S. *Saginaw* from Hongkong, at the same time handing me a letter containing the notification, and enclosing a proclamation just issued by the governor, all of which I enclose. There being no other course for me to pursue than that of complying with the requirements made, on the 10th instant I got under way and steamed over to this place, where I shall await instructions from the Department.

Very respectfully, your obedient servant,

CHARLES J. McDOUGAL,
Lieutenant, U. S. Navy, in charge U. S. S. Saginaw.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

HARBOR MASTER'S OFFICE,
Hongkong, April 4, 1862.

SIR: I have the honor to enclose a proclamation issued by his Excellency the governor, having reference to the hostilities which are now carried on between the States of North America which have seceded from the Union and those which adhere to it, and in compliance with its provisions beg to request you will be good enough to remove the U. S. sloop of war *Saginaw*, under your command, from the colony of Hongkong and its dependencies.

I have the honor to be, sir, your most obedient servant,

H. G. MONUTT,
Harbor Master, etc.

The OFFICER COMMANDING U. S. SLOOP OF WAR SAGINAW.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, regarding supposed slave vessels Clarissa and Falmouth, and enclosing correspondence relative thereto.

U. S. SHIP ST. LOUIS,
Lisbon, Portugal, April 14, 1862.

SIR: I have the honor to report my arrival at this place yesterday, from Cadiz. I had not time before leaving Cadiz to report proceedings that had taken place there relative to the American brig *Falmouth*, strongly suspected of being in preparation to engage in the slave trade, and of which vessel mention was made in my last letter of the 28th ultimo to the Department, in connection with the bark *Clarissa*. I stated in that letter the delicacy I felt in interfering with the two vessels, *Clarissa* and *Falmouth*, as the subject was fully in the hands of the American minister at Madrid and the consul at Cadiz, from the latter of whom I had expected immediate vigilance and action.

But the *Clarissa* was allowed to leave the port at night, clandestinely; though I believe, and regret, that she was cleared at the custom-house even without her legal papers. I then determined if possible to stop the brig *Falmouth* from pursuing a similar audacious course. In this I had the assistance of our minister at Madrid, as by a telegram received from him (herewith, marked A) I was led to believe that, he being in accord with the authorities at Madrid, there would be no objection to my sending an officer and a few men to prevent the *Falmouth* from leaving the port, until the Spanish authorities could take such measures as in all national courtesy the case so simply demanded; partic-

ularly as they were aware of all the circumstances, and that these vessels had been deprived of their papers by order of the Secretary of State of the United States.

It was on the afternoon of the 31st ultimo that I sent a few men with an officer on board the *Falmouth*, to prevent her from sailing, as from my own observation and from information derived from various sources she was to sail that night. From the tenor of the telegram (A) and the letter (marked B) I was also led to believe that the authorities of Cadiz had instructions from Madrid that I should at least be allowed to keep the *Falmouth* in port until the affair could be understood between the Queen's Government and the Government of the United States.

On the 2d instant I received a note from the captain of the port of Cadiz, requesting that I should withdraw my men from the brig *Falmouth*, and at about the same time I received a telegram from our minister (see copy of and letters marked C and D) doing away with his former advice—to the effect that I should retract the steps I had taken. Finding also that the authorities seemed displeased with the course I had pursued, I immediately addressed a note to our consul, a copy to be sent to the governor at Cadiz (marked E 2), disavowing any intention of infringing upon the laws of Spain; and I also called in person to make the explanation unmistakable. The governor seemed satisfied with my letter and explanation, and said that for reasons of indebtedness the *Falmouth* would be taken possession of by the authorities, which I learned was the case before I left.

Herewith I enclose copies of letters bearing in some degree on the above relation (marked D and E),* alluding to a man who was on board the *Falmouth* (John Thomsen), and whom I had taken out of the *Falmouth* and left in charge of the consul to be discharged.

I am sir, very respectfully, your obedient servant,

M. C. MARIN,
Commander, U. S. Navy.

Hon. G. WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

[Telegram.]

MADRID, *March 29, 1862.*

With the concurrence of the authorities, you will take possession of the slave ship *Falmouth*, and at least prevent her from going to sea without legal papers.

HORATIO J. PERRY.

Captain MARIN, etc.

B.

LEGATION OF THE UNITED STATES OF AMERICA,
Madrid, March 29, 1862.

SIR: I had already given you instructions about the vessels *Clarissa* and *Falmouth*, when I received by to-day's mail two letters from Consul Eggleston, dated on the 24th and 26th instants, both mailed on the

* Omitted.

27th in Cadiz, which inform me that the *Clarissa* had effected her escape from the port, and that he had applied to the Spanish authorities to detain the *Falmouth*, without success. In view of this information I have just sent you a telegram requesting you to take possession of that vessel and send her home to the United States. I have also immediately addressed this Government, requesting them to order the authorities of Cadiz to aid and assist you in any way which you may require.

Respectfully, your obedient servant,

HORATIO J. PERRY.

Commander M. C. MARIN,
U. S. Sloop of War St. Louis.

P. S.—Send a boat's crew and take possession of the *Falmouth* and do not leave her out of possession of your men, even though you should not take her out of the port to send her home. In case the Spanish authorities make any objection to your sending her home you had better thus keep quiet possession without moving her till the question can be referred up to this Government and this legation for decision.

HORATIO J. PERRY.

Should there be any opposition to your taking charge of the *Falmouth*, on the part of the authorities of the port, you ought to avoid all trouble with them, and it will do equally well if they will themselves agree to detain her till further orders from the Queen's Government at Madrid.

HORATIO J. PERRY.

C.

[Telegram.]

MADRID, *April 1, 1862.*

Suspend the execution of the telegraphic instructions of March 29, 1862, relative to the *Falmouth*. Attend to the letter of March 28.

HORATIO J. PERRY.

Captain MARIN, etc.

D.

LEGATION OF THE UNITED STATES OF AMERICA,
Madrid, March 28, 1862.

SIR: I herewith enclose copies of a letter from our legation at Berlin and of translation of one written by a seaman from on board the American brig *Falmouth*, at anchor in Cadiz, tending to show that that vessel is designed for the African slave trade. Various communications from our minister at Lisbon, received in this legation, manifest the same suspicion, Mr. Harvey having had near him for some time the parties engaged in the scheme to whom this vessel as well as the *Clarissa*, also at Cadiz, are supposed to belong. Our Government at Washington must also have been in possession of some information unknown to me and to Mr. Harvey, as it is not long since the Department of State ordered the former consul at Cadiz, Mr. J. T. Smith, to send home the registers of these two vessels and by no means to allow them to leave port.

On the 2d February last, I wrote to the Secretary of State requesting further instructions concerning these two vessels, which I suppose will not now be long delayed. Meantime I have instructed our consul, Mr. Eggleston, under date of to-day, to have the seaman John Thomsen before him, and, if he should so request, to discharge him according to law. It is to be supposed that the implied accusation of some neglect of duty or partial leaning toward the side of the master of the *Falmouth* on the part of our consul, Mr. Eggleston, which appears in the letter of the seaman Thomsen, is without foundation, but you will know how to guard a proper reserve until you are entirely satisfied in this respect.

As to the vessels *Clarissa* and *Falmouth*, whilst they lie quiet at Cadiz, nothing, in my opinion, ought to be done, except to wait for instructions from Washington; but if they should attempt to leave port until permitted by special instructions from Washington or from this legation, I hereby authorize and request you to seize them both, or either of them, outside the limits of Spanish jurisdiction, if it can be securely done, and to send them home to the United States.

Respectfully, your obedient servant,

HORATIO J. PERRY.

Commander M. C. MARIN,
Commanding U. S. Sloop of War St. Louis.

E 2.

U. S. SHIP ST. LOUIS,
Cadiz, April 2, 1862.

SIR: I have received your note, accompanied by copy of a note to you from the military governor of Cadiz. Will you be pleased to say to his Excellency the governor that in sending a few men to the brig *Falmouth* I had only in view the keeping her in this port and to prevent her from sailing without her legal papers. I had no thought of infringing upon the dignity of Spain or the laws of her Catholic Majesty. In this acknowledgment his Excellency will at once see how much I would regret any misunderstanding that could possibly arise. I have withdrawn the men from the brig *Falmouth*.

Very respectfully, your obedient servant,

M. C. MARIN,
Commander, U. S. Navy.

E. S. EGGLESTON, Esq.,
Consul of the United States, Cadiz, Spain.

H.

LEGATION OF THE UNITED STATES OF AMERICA,
Madrid, April 9, 1862.

CAPTAIN: Your letter of April 2 from Cadiz reached me on the 5th instant and gives me an account of your proceedings in regard to the *Falmouth*.

The refusal of the Spanish authorities to detain this vessel and the *Clarissa* until our Government could be heard from is certainly a strange

proceeding and one which has produced considerable debate between this legation and the Queen's Government. They seem, however, to have mixed up the question of these slavers in some unaccountable way with the question of their so-called neutrality in regard to the ships of our rebels.

The telegram of the 1st instant to you was in consequence of negotiations going on here of which, I have considerable hope, the ultimate result will be to stop the career of the *Falmouth*. Your action I have no doubt was timely as it was necessary, otherwise that ship would have gone to sea, and we should have seen repeated the scandalous fact of another American vessel without papers and against the command of our own Government navigating freely on the high seas. It would have been better, if the urgency of the circumstances permitted, to have seen the Spanish authorities previous to boarding the *Falmouth* within their jurisdiction, but they appear to have been satisfied with your explanations and those of the consul, which were indeed everything that could be desired from both of you.

The *Falmouth* seems to have been detained by your efficient action at a critical moment, and the Spanish authorities afterwards satisfied by your explanations, and both of these results were highly desirable, and I have no doubt will be so recognized by our Government. * * *

Respectfully, sir, your obedient servant,

H. J. PERRY.

Captain M. C. MARÍN,
Commanding U. S. Ship St. Louis, Lisbon.

Report of Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, giving information in regard to C. S. S. Sumter.

U. S. STEAM SLOOP KEARSARGE,
Royal Dockyard, La Carraca, Cadiz, April 14, 1862.

SIR: I have the honor to report the arrival of the Kearsarge at Cadiz on the 2d instant. Owing to the delay occasioned by the necessity of communicating with Madrid before permission could be obtained to visit the dockyard, I did not reach it until the 6th. The necessity for this proceeding was explained in my letter of the 24th ultimo, containing survey upon machinery, etc., which I trust was duly received.

Late advices from the consul at Gibraltar inform me that the captain and nine officers of the *Sumter* left that place for Liverpool on the 12th instant. Most of the crew were discharged and the vessel is to remain under the charge of two officers and a few men as ship keepers.

Referring to my instructions from the Department in connection with the present position of affairs in regard to the *Sumter*, I am somewhat at a loss how to proceed, for, independent of the possibility of the *Sumter's* officers returning to said vessel to renew their depredations after the withdrawal of the steamers from the Mediterranean, it is rumored that they have gone to Liverpool for the purpose of taking another vessel fitted out either there or at Southampton.

Under existing circumstances I shall return to Algeciras immediately upon the completion of repairs, and unless further developments render my course of proceeding clear, shall remain there until further instructions from the Department, cruising in the daytime in the straits and anchoring at night either at Algeciras, Ceuta, or Tangier, remaining

in readiness to proceed to any point in the Mediterranean where the presence of a man-of-war may be required.

I have the honor to be, very respectfully, your obedient servant,

C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Bissell, U. S. Navy, commanding U. S. ship Cyane, regarding a scheme to fit out Confederate privateers in Valparaiso.

U. S. SHIP CYANE,
Valparaiso, Chile, April 14, 1862.

SIR: I have the honor to report that I sailed from Panama direct for this port on the 20th of February, in obedience to an order from Flag-Officer Bell, and reached here on the 9th of April, after an extremely pleasant passage. Soon after my arrival I called upon Mr. Ward, in company with the U. S. consul, and from him learned that in the month of January there was an agent of the Southern Confederacy here with authority to fit out privateers; that a commission of lieutenant was offered to Mr. Ward, under the influence of a deception purposely practiced by him upon the agent. The intention of the parties engaged in this piratical scheme was to send a ship or a vessel to a port to leeward of this, where men and guns would be put on board of her, and the vessel got ready to sail before any information could reach the Government at Santiago of their proceedings. The intention of the parties appears to have been not to take their prizes into any port, but plunder, destroy, and burn as many as they could upon the coast and then make for the islands, and after pursuing the same policy there, until the pursuit became too hot for them, run their vessel on shore and escape to any one of the islands, there to enjoy the satisfaction derived from the discharge of the duties evolved by the principles of Southern patriotism and the policy of the leaders of this unholy rebellion, which, commenced by treason, perjury, and theft, is cemented by robbery, piracy, and murder. Supported by such acts, upheld by such principles, its authors have had the blasphemous effrontery to invoke the aid of heaven upon a course which is such a libel upon humanity and such a blot upon the civilization of the nineteenth century.

The scheme is abandoned for the present, and will not, I think, be again renewed.

Very respectfully, your obedient servant,

S. B. BISSELL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, regarding final rupture of foreign alliance in Mexico.

U. S. FRIGATE POTOMAC,
Off Vera Cruz, April 15, 1862.

SIR: I have the honor to enclose herewith the extra Eco de Europa of the 11th April, published at Orizaba, in which you will find the account of the final rupture of the alliance, English and Spanish func-

tionaries on the one side, the French on the other. The English and Spanish withdraw at once, and both expect to embark and sail from Vera Cruz on or before the 20th instant. The purposes of France are thus in a manner disclosed. The French forces will hold what they have, and, with troops arrived since my last dispatch of the 4th, will muster about 12,000 men of all arms. What forces the Mexicans have embodied to resist the advance of the French army I have no means of learning, except through rumor, upon which no reliance can be placed. Great unanimity is known to prevail, however, throughout Mexico, and a stout resistance may be looked for.

I suppose that now France and Mexico may be considered as in a state of open warfare. The talk of the Mexicans is to force the French back to the hot coast lands and Vera Cruz, where the "vomito" will complete their destruction. Already the fever is doing its work of death amongst the troops on shore, and is increasing, as our vice-consul writes me, "with fearful rapidity."

I am, sir, very respectfully, your obedient servant,

L. M. POWELL,
Captain.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Rogers, U. S. Navy, commanding U. S. bark W. G. Anderson, of cruise from March 20 to April 17, 1862.

BOSTON, *April 17, 1862.*

SIR: I last addressed you under date of March 20, giving details of our cruise to that date, and have now the honor to report the safe arrival of the *W. G. Anderson* at this port last evening in general good order, nothing of importance having happened since my last dispatch. A general summary of the cruise is, that we have sailed 20,300 miles, seen 210 vessels, spoken and boarded 66, and satisfied ourselves of the character of most of those seen, and I infer that Southern privateers are very rare in the waters in which we have been.

Agreeably to your orders, I cruised until most of our stores were quite exhausted, when I returned with all dispatch to Boston for outfits and repairs.

Hoping that my proceedings during the cruise will meet with your approbation,

I have the honor to be, respectfully, your obedient servant,

WM. C. ROGERS,
Acting Volunteer Lieutenant,
Commanding U. S. Bark W. G. Anderson.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, regarding foreign alliance in Mexico.

U. S. FRIGATE POTOMAC,
Off Vera Cruz, April 18, 1862.

SIR: I herewith enclose a paper which reached me this morning. It will interest the State Department particularly, as it is not probable that this reply of the French commissioners has yet reached the United

States. Since the date of my last letters of the 15th instant, two troop steamers have arrived with French troops, about 600 in number. H. B. M. steam frigate *Mersey* is about embarking a portion of the Spanish troops for transport to Havana, and the whole will follow as soon as they reach Vera Cruz from the interior.

I have the honor to be, very respectfully, your obedient servant,

L. M. POWELL, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Thatcher, U. S. Navy, commanding U. S. ship Constellation, stating that the C. S. S. Sumter was abandoned at Gibraltar, and announcing his intention of sailing for Algeciras.

U. S. SHIP CONSTELLATION,
Off Cadiz, April 23, 1862.

SIR: I have the honor to inform the Department that I arrived here on the evening of the 18th instant from Lisbon, from which port I sailed on the 14th, leaving the *St. Louis* in the Tagus. I found here the *Kearsarge*, Commander Pickering, undergoing repairs in her machinery. The *Tuscarora* remains off Algeciras, also the *Ino*. The *Sumter* has been laid up at Gibraltar and abandoned by her captain and officers, except a small party left in charge of her, the crew having been discharged.

I shall proceed into the Mediterranean in the execution of my instructions as soon as I receive a reply to an official letter which I have addressed to Mr. Sprague, our consul at Gibraltar, relative to the state of our affairs in that vicinity; and, if no necessity exists of my anchoring in English waters, I shall continue my course up the straits, touching at the ports of importance where we have commercial interests. Communications from the Department will be likely to reach me if addressed care of William T. Rice, esq., U. S. consul at Spezia, with whom I shall arrange to forward any letters to the various points at which I may touch.

April 26, 1862.—Having just received a telegram, without date, from Commander Craven, of the *Tuscarora*, off Algeciras, "that my presence is required there," I shall immediately sail for that place, although I have also a letter, under date of the 24th instant, from Consul Sprague, in which he says, "I fully approve of your determination not to enter this port (Gibraltar)." I, however, deem it my duty to confer with Commander Craven in response to his telegram.

I have the honor to be, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge, to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, stating his lack of definite information regarding the C. S. S. Sumter.

U. S. STEAM SLOOP KEARSARGE,
Royal Dockyard, La Carraca, April 27, 1862.

MY DEAR CRAVEN: Your letter of the 24th instant was received last evening. I was pleased to hear from you an expression of opinion as

to the position of affairs regarding the *Sumter*. You say that if I am prepared to report to the Department that the *Sumter* is disposed of I am better posted than you are. All the information I have upon the subject is drawn from the enclosed, signed by our friend Sprague, and from newspaper reports, in which the *Sumter* is or has been up for sale. I have formed as yet no decided opinion as to her "finis," and consequently am prepared to make no report on the subject. I agree with you that in the present state of affairs in relation to her it would not be safe to relax vigilance.

I enclose a copy of the only report I was prepared to make in regard to the *Sumter*, written for the purpose of drawing from the Department, if possible, some instructions to meet the altered condition of affairs here and at home.

I am afraid, Craven, that your patience will be entirely exhausted before I can relieve it or enable you to draw your fires. The *Sumter* may possibly draw your fire as soon as I your fires. I can not hurry these Andalusians; their holidays exceed their working days, and you must not calculate upon showing your number to the *Kearsarge* for these ten days to come.

Thatcher is here, and will sail for Algeciras to-morrow or next day. I have not seen as much of him as I wished, owing to the distance between our vessels and the high winds which have prevailed since his arrival. I hope he will assume the prerogatives of the "flag," as I feel confident from the changed and changing state of affairs at home he will eventually be required to do.

Your note regarding the olives, etc., was duly received and attended to. * * *

Yours, etc.,

C. W. PICKERING.

Commander T. AUGS. CRAVEN,
U. S. S. Tuscarora, Algeciras.

Letter from the U. S. consul at Gibraltar to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, relating to affairs in the United States and the Mediterranean Sea.

APRIL 28, 1862—5 p. m.

MY DEAR SIR: The mails are in and I send you newspapers.

My letters to the 1st inform me that the people were disgusted at the *Nashville* having gotten out of Beaufort. Any quantity of Federal steamers reached that quarter soon after she had escaped. Petitions were being signed all over the country for the removal of the Secretary of the Navy.

The Journal of Commerce says that precedents in Mahomedan countries justified DeLong in arresting Myers and Tunstall.

Big Bethel was in the hands of the rebels in great force. The *Narragansett*, ironclad boat, had reached Baltimore to coal and proceed to the assistance of the *Monitor*, that was ready to meet the *Merrimack*. Some even feared that the *Merrimack* would go and attack New York and Boston. [Island] No. 10 always held its own against Porter [Foote?].

I have a letter from Captain Thatcher, of the *Constellation*, at Cadiz. After some talking he intended to proceed up the Mediterranean, unless I had anything to suggest to induce him to alter his views.

I have also heard from Captain Pickering. He tells me that he doubts

if the *Kearsarge* will be ready to return to Algeciras for two weeks, as some castings were detaining the work of his engineers.

As I shall have to write a reply to Captain Thatcher's official note, I would be glad to hear from you what you think about the matter. It strikes me that the *Constellation*, like the *Ino*, *St. Louis*, etc., being sailing crafts, had better be cruising out than in the Mediterranean. No rebel cruiser would find it to its interest to cruise within that sea. Then, again, having always one steamer at Algeciras, by telegraph we can always know what is going on up the Mediterranean within a few hours. Give me your ideas and send them over to-morrow. I repeat, I do not approve of our sailing ships going up the Mediterranean so long as we know everything is going on peaceably with our commerce in that sea.

Yours, truly, in great haste,

H. J. SPRAGUE.

[Commander T. A. CRAVEN,
Commanding U. S. S. Tuscarora.]

Report of Flag-Officer Bell, U. S. Navy, commanding Pacific Squadron of disturbances in the State of Sonora, Mexico, transmitting enclosures relative thereto.

U. S. FLAGSHIP LANCASTER,
Navy Yard, Mare Island, Cal., April 30, 1862.

SIR: I have the honor to inform you that I received this morning a letter from Brigadier-General [George] Wright, commanding the U. S. Military Department of the Pacific, enclosing copies of letters from the U. S. consul at Guaymas, printed copies of which I herewith enclose. I also enclose a printed copy of a letter from a gentleman at Guaymas, which explains the state of affairs in the State of Sonora. William L. Baker, esq., U. S. consul at Guaymas, informs General Wright that the state of affairs in Sonora is daily becoming more complicated, the result of which it is difficult to determine. The *St. Mary's* is now cruising in the vicinity of San Blas, Mazatlan, and Manzanillo, and I have this day sent an order to Commander Middleton to proceed at once to Guaymas and remain there until further orders. I enclose you a copy of this order: also the last order to Commander Stanly, of the *Narragansett*. As our letter bag is about to close, I have no time to send you manuscript copies of the enclosed letters, which I believe are correctly printed.

I have the honor to be, very respectfully,

CHARLES H. BELL,
Flag-Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. FLAGSHIP LANCASTER,
Navy Yard, Mare Island, Cal., April 29, 1862.

SIR: Information having reached here from reliable sources that a conspiracy is about forming between the rebel General Sibley and the Mexican governor of Sonora which may compromise American interests in that vicinity, you will proceed immediately to Guaymas, Mexico.

You will consult with William L. Baker, esq., American consul, and Mr. F. H. Waterman, an American merchant resident in Guaymas, upon whom you can rely for correct information. You will remain at Guaymas until further orders, and I wish you to write to me as soon as you can obtain reliable information in regard to the state of affairs in that part of the Mexican territory.

Very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding Pacific Squadron.

Commander EDWARD MIDDLETON,
Commanding U. S. Ship St. Mary's, Manzanillo.

U. S. FLAGSHIP LANCASTER,
Navy Yard, Mare Island, Cal., April 19, 1862.

SIR: When you are in all respects ready, you will proceed to San Diego, where you will remain for a few days. I wish you to endeavor to ascertain the feeling of the people in that vicinity in regard to the Union, but in doing so be careful not to create a feeling of distrust on your part. You will do well to hint that a man-of-war will be sent occasionally to look after our interests in that quarter. On your way you can stop at Point Conception to attend to the settlement of your former duties at that place. Endeavor to return within three weeks.

Very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding Pacific Squadron.

Commander FABIUS STANLY,
Commanding U. S. S. Narragansett, San Francisco.

Report of Commander Frailey, U. S. Navy, commanding U. S. S. Quaker City, requesting that his ship be transferred to the Atlantic or Gulf Squadron, and calling attention to two supposed blockade runners.

U. S. S. QUAKER CITY,
St. Thomas West Indies, April 30, 1862.

SIR: I avail myself of an opportunity offering by the departure of a transient vessel for New York on to-morrow to inform you of my return to this anchorage on the 16th from a visit to the island of Santa Cruz, to which I proceeded on the 5th for the purpose of replenishing our stock of water, that indispensable article being very scarce on this island, and for which owners of water tanks demanded the enormous price of 9 cents per gallon, while in Santa Cruz it was purchased for 1½ cents.

No information has yet been received as to the movements of the rebel steamer *Nashville* since she escaped from Beaufort, but presume that on the arrival of the Halifax, Havana, Aspinwall, or Southampton steamers, on about the 3d proximo, something definite will be learned in relation to her movements.

Our supply of provisions, small stores, and clothing being almost entirely expended, it will be necessary for me to proceed early next week to Key West for the purpose of replenishing.

Since leaving Curaçao on the 17th of last month, there have been

seventy-two cases of remittent fever on board among the officers and crew. The list to-day shows twenty-five cases still, but it appears to yield readily to medical treatment, and, I am pleased to add, all the patients appear to be doing well.

I would most earnestly but respectfully request of the honorable the Secretary of the Navy, in behalf of myself, officers, and crew, a revocation of my instructions of December 14, 1861, and that the ship which I have the honor to command may be transferred to the Atlantic or Gulf Squadron, where an opportunity may be afforded us of rendering more efficient services to our country and acquire some of the renown which is now being shed upon the gallant body of men attached to vessels on our coast and western waters.

I regret to report the death of the late Governor H. H. Berg, of this island and St. John, which sad event occurred on the 15th instant, after a very protracted illness of several months. The vacancy has been filled by the temporary appointment of the chamberlain, Rothe, who assumed the functions of his office on the 22d instant.

I deem it due to the Department to state that on the 25th instant two English steamers, the *Circassian*, Captain Hunter, 1,046 tons, loaded with saltpeter, and the *Minho*, Captain Parke, 1,245 tons, with a general cargo, put in here for coal. They left here again on the 27th and 28th, ostensibly bound to Havana, but their captains had no hesitation in publicly saying on shore their object was to attempt to run the blockade.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

ST. THOMAS, *May 2, 1862.*

P. S.—An opportunity having offered to-day by the departure of the French steamer of war *Bertholier* for Havana, I availed myself of it to address a communication to Flag-Officer W. W. McKean, giving him the information of the steaming from this port of the two British screw steamers *Circassian* and *Minho*, for Havana ostensibly, but evidently with the intention to run the blockade if possible.

JAS. MADISON FRAILEY,
Commander, U. S. Navy.

Report of Commander Thatcher, U. S. Navy, commanding U. S. ship Constellation, stating that a close watch is kept upon the C. S. S. Sumter at Gibraltar.

U. S. SHIP CONSTELLATION,
Off Algeciras, Bay of Gibraltar, May 1, 1862.

SIR: I have the honor to inform the Department that I arrived at this port from Cadiz on the 30th ultimo, to communicate with Commander Craven, of the *Tuscarora*. I observed that the *Sumter*, now anchored under the guns of Gibraltar, has her fore-and-aft sails still bent, which looks like an intention to use them should opportunity offer for her escape, but as Commander Craven has steam up at all times, and a close watch kept upon her movements, I think she can not possibly get to sea again.

I have the honor to enclose a correspondence, a copy of which I for-

ward to the State Department at the request of Mr. Sprague, relative to the murder of an American missionary and his servant near Alexandretta, detailing the prompt and vigorous action in the case by the English naval officer, Commander A. C. Hobart, of H. B. M. S. *Foxhound*, who was fortunately near the place of assassination. The facts detailed in his letter of the 5th ultimo render it almost certain that the culprits have been punished. I shall, unless otherwise ordered by the Department, visit that coast in this ship in the course of the summer, with the view of affording protection to Americans who may reside there. I shall leave here at an early day for the commercial ports to the eastward.

I am, sir, very respectfully, your obedient servant,

HENRY K. THATCHER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, stating his intention to return to the United States in consequence of the abandonment of the C. S. S. Sumter.

U. S. SHIP INO,
Cadiz Bay, May 1, 1862.

SIR: On reperusal of my instructions I have come to the conclusion to leave this [port] immediately for Boston, the object of my visit in these waters having been accomplished so far as is possible to do so, she [C. S. S. *Sumter*] having been abandoned by her captain and eight of her officers in neutral waters.

I have the honor to be, your most obedient servant,

JOSIAH P. CREESY,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Creesy, U. S. Navy, commanding U. S. ship Ino, directing that the property of Mr. Tunstall be forwarded to State Department for restoration to him.

NAVY DEPARTMENT, *May 6, 1862.*

SIR: The Hon. Wm. H. Seward, Secretary of State, in a communication to this Department, says that it is understood when Mr. Tunstall was delivered to the U. S. ship *Ino*, certain property was taken from him by the commander of that vessel, and asks that instructions may be given for the restoration of the same to Mr. Tunstall, it being believed that there was not sufficient ground for the proceeding. The Department therefore directs that you will forward to its care the property referred to by the first opportunity that offers, in order that it may be restored to its owner.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Volunteer Lieutenant JOSIAH P. CREESY, U. S. Navy,
Commanding U. S. Ship Ino, Gibraltar.

Report of Captain Watkins of arrival at Hongkong for the command of U. S. S. Saginaw, and intended departure for California.

U. S. S. SAGINAW,
Hongkong, May 10, 1862.

SIR: I have the honor to inform you of my arrival at this place on the 30th ultimo, when I learned the *Saginaw* had been recently ordered by the British colonial government out of the harbor, and had found refuge in the harbor of Macao, whither I proceeded the following day. Having taken charge of the *Saginaw*, and finding her in condition for removal, we proceeded on the 2d instant to Whampoa, where exist ample facilities for any amount of repairs upon the ship.

Immediately upon my arrival we made an examination of her frames and planking, and although we found the ship very rotten abaft her mainmast, indeed many of her upper futtocks entirely gone, yet there was sufficient sound wood to enable me to put her in condition for the safe performance of the voyage to San Francisco, and at a very small expense, for her repairs of every nature are less than $500. Most of the timber that is rotten is the laurel, but there is a great deal of it perfectly sound, and I am confident if the wood is cut with proper care, say between the months of November and March, and docked, that it will prove to be as fine ship timber as any in the United States. The *Saginaw* could not have gone to sea from here with safety as a man-of-war, without very extensive and expensive repairs.

As I have had a crew to ship and stores to purchase, my disbursements are rather high, but I shall have ample means for all without using your credit on Messrs. Baring Brothers & Co., of London.

Messrs. Russell & Co. have kindly furnished me with sufficient coal, 50 tons, to carry the ship to Shanghai, and I am under great obligations to those gentlemen for many facilities rendered me. I am very fortunate in having Mr. McDougal with me as my executive officer; he has been of the first importance to me since I took command of the ship.

We sail from here immediately for Shanghai, where I shall fill the ship with coal for California, and shall inform you fully of my movements from there.

I remain, with great respect, your obedient servant,

JAMES T. WATKINS.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order from Secretary of the Navy to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, to proceed to Nassau, New Providence.

NAVY DEPARTMENT, *May 13, 1862.*

SIR: Proceed with the *Santiago de Cuba*, under your command, without delay to Nassau, New Providence.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander D. B. RIDGELY,
Commanding U. S. S. Santiago de Cuba, New York.

Letter from the Assistant Secretary of the Navy to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, giving information regarding the rumored presence of the Oreto in harbor of Nassau, New Providence.

NAVY DEPARTMENT, *May 15, 1862.*

SIR: I transmit herewith an extract from a communication, dated at Nassau, New Providence, the 2d instant, addressed by Chas. Jackson, esq., to the chairman of the Nassau agency at New York, concerning a steamer that has arrived at the former port, and is supposed to be intended for a rebel privateer. This steamer is no doubt the *Oreto*. Three or four others were at Nassau, at the last accounts, with arms, etc., for the insurgents, the *Minna* and *Stettin* among them.

I am, respectfully, etc.,

G. V. FOX,
Acting Secretary.

Commander D. B. RIDGELY,
Commanding U. S. S. Santiago de Cuba, New York.

Letter from the Assistant Secretary of the Navy to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, calling attention to steamer Melita, suspected of intention of running the blockade.

NAVY DEPARTMENT, *May 15, 1862.*

SIR: The U. S. consul at Hamburg, under date of the 20th ultimo, reports the sailing, on the day previous, of the steamer *Melita* for Nassau. She has on board a valuable cargo of arms, etc., destined, it is suspected, for the insurgents.

I am, respectfully, your obedient servant,

G. V. FOX,
Acting Secretary.

Commander D. B. RIDGELY,
Commanding U. S. S. Santiago de Cuba, New York.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, announcing his intention to start on a cruise immediately.

U. S. SHIP ST. LOUIS,
Lisbon, Portugal, May 16, 1862.

SIR: I have the honor to inform the Department that I shall sail to-morrow, from this place, on a cruise. I have not heard of any interruption to our commerce in these vicinities, and I have, therefore, reason to believe that there are no rebel or piratical cruisers.

At the request of the Hon. Mr. Harvey, our minister, I have delayed departure for some days—that with a desire to learn the important news from our country. There is apparently no further cause for delay.

I beg leave to call the attention of the Department to the very high price of salt provisions for the ship. The paymaster has had to pay $26.55 for pork, and $23.89 per barrel for beef.

I am, sir, very respectfully, your obedient servant,

M. C. MARIN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy (U. S.), Washington, D. C.

Letter of Hon. S. C. Fessenden, U. S. House of Representatives, to the Assistant Secretary of the Navy, requesting railroad passes for crews of two vessels.

HOUSE OF REPRESENTATIVES,
Washington, D. C., May 16, 1862.

SIR: October 30, 1861, brig *B. K. Eaton*, of Searsport, Me., W. C. Nichols, master, was captured by privateer *Sally*, crew and captain carried to Charleston, thence to Columbia, thence to Richmond, and were prisoners there until last Saturday night, when they were sent on, with others, to Washington. Brig *B. K. Eaton* sailed from New York loaded with lime and cement, in employment of Government. These seamen wish for passes to return home on line of railroad, according to list herewith submitted.

November 2, steamship *Osceola*, a Government transport with Du Pont's fleet, shipwrecked at Georgetown, S. C.; crew prisoners in Richmond until last Sunday, and are now here in Washington and want passes home. I hope they may have them.

I am, yours, respectfully,

SAML. C. FESSENDEN.

Assistant Secretary FOX.

Order from the Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. steam sloop Tuscarora, to remain at Algeciras and watch C. S. S. Sumter.

NAVY DEPARTMENT, *May 21, 1862.*

SIR: You will remain at Algeciras, watching the *Sumter*, until further instructions from the Department.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander T. A. CRAVEN,
Commanding U. S. Steam Sloop Tuscarora, Algeciras.

Report of Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, announcing his departure from Sandy Hook.

U. S. S. SANTIAGO DE CUBA,
Off Sandy Hook, May 24, 1862.

SIR: I hereby inform the Department that the *Santiago de Cuba* is at sea.

I am, respectfully, your obedient servant,

DANL. B. RIDGELY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Powell, U. S. Navy, commanding U. S. frigate Potomac, mentioning French affairs in Mexico, and stating that the ship under his command was no longer fit for cruising.

U. S. FRIGATE POTOMAC,
Off Key West, May 29, 1862.

SIR: I have the honor to report the arrival of this ship, under my command, yesterday, nine days from Vera Cruz. There was little addition touching affairs in Mexico since the date of my last dispatch. After several repulses, the French force designed to renew the assault upon Puebla, the result of which will perhaps reach you before this. My officers and men are in good health. The ship is fast running down and is no longer fit for cruising as a ship of war, in my opinion. The disclosures of decay in vital points indicates a softness, generally, that would make it judicious to withdraw her from active service when it can be done conveniently.

Our mails have gone to the westward, so that I have found no communications here from the Department, nor indeed any from Flag-Officer Farragut.

I am, sir, very respectfully, your most obedient servant,

L. M. POWELL,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Thatcher, U. S. Navy, commanding U. S. ship Constellation, stating the good feeling manifested towards the U. S. Government at Spezia, Italy.

U. S. SHIP CONSTELLATION,
Genoa, May 29, 1862.

SIR: I have the honor to inform the Department that I arrived at Spezia from the bay of Gibraltar on the 15th instant, and remained there until the 27th, engaged in the survey of all the United States naval stores left at that port, in compliance with an order of the Department addressed to the acting storekeeper, and in overhauling and refitting rigging, as well as drilling the crew at target practice. I anchored here on the 28th instant, and found from fifteen to twenty American merchant ships in port, lading and discharging.

I am happy to inform the Department that both the civil and naval authorities at Spezia and at this port have manifested the greatest good feeling for our Government and flag, and that the naval commandant at Spezia and the admiral here have, in the most cordial manner, tendered us all the assistance which their arsenals afford, and have supplied us gratuitously with water.

* * * * * * *

I have the honor to be, sir, very respectfully, your obedient servant,

HENRY K. THATCHER,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Flag-Officer Bell, U. S. Navy, commanding Pacific Squadron, of the strength of the French and English forces on the Pacific coast, accompanied by list of the vessels.

U. S. FLAGSHIP LANCASTER,
Navy Yard, Mare Island, Cal., May 29, 1862.

SIR: I have the honor to enclose for your information a list of the English and French naval forces on this coast, as far as I can ascertain them from what I conceive to be reliable sources. A number of the English vessels on this list were sent from India and the China Seas immediately after the *Trent* affair, in order to be prepared for hostilities with the United States. In the present state of the defenses of this harbor, one half of this force could command the city of San Francisco and take possession of this yard. I have not been able to ascertain the strength of the French ships, several of which are now engaged in blockading the Mexican ports from Guaymas to Acapulco.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Flag-Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

List of French Government vessels on the Pacific Station, May 29, 1862.

Le vainqueur *Le Duguay*, croisier steamer.
La corvette *La Bayonnaise.*
La corvette *La Galathée.*
La corvette *La Cornélie.*
L'avis *Le Cassini*, screw.
L'avis *Le Diamant*, screw.
Lamothe Piquet, screw.

List of H. B. M. ships on the Pacific Station, May, 1862.

Bacchante, 51 guns, steam frigate.
Cameleon, 17 guns, steam sloop.
Charybdis, 21 guns, steam corvette.
Clio, 22 guns, steam corvette.
Devastation, 6 guns, steam sloop.
Hecate, 6 guns, steam sloop.
Mutine, 17 guns, steam sloop.
Naiad, 6 guns, storeship.
Nereus, 6 guns, storeship.
Termagant, 25 guns, steam frigate.
Topaze, 51 guns, steam frigate.
Grappler, gunboat.
Forward, gunboat.

[Telegram.]

NAVY DEPARTMENT, *May 30, 1862.*

A privateer has appeared in the Chinese waters. The *Wyoming* must be repaired with all the dispatch possible, without regard to repairs for thirty months' service. Send her to Manila direct.

GIDEON WELLES,
Secretary of Navy.

Flag-Officer C. H. BELL,
Or, in his absence,
The COMMANDANT OF NAVY YARD,
San Francisco, Cal.

Letter from the Secretary of the Navy to Flag-Officer Bell, U. S. Navy, commanding Pacific Squadron, expressing approval of the course pursued for protection of American interests in Mexican waters.

NAVY DEPARTMENT, *May 31, 1862.*

SIR: The Department has received your No. 30 and enclosures, relating to the condition of affairs in Sonora. You have anticipated the wishes of the Department in dispatching a vessel immediately to Guaymas for the protection of American interests there. Your communication has been received of the appearance of a rebel armed steamer mounting eight rifled guns in the Chinese waters.

You were yesterday telegraphed to push forward the repairs on the *Wyoming* without regard to "thirty months' service," and send her to Manila direct, at which point some information of the movements of the rebel steamer may probably be obtained.

The Department also acknowledges the receipt of your Nos. 24, 25, and 27.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Flag-Officer CHAS. H. BELL,
Commanding Pacific Squadron.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, in reference to property taken from Mr. Tunstall, and making charges against Acting Volunteer Lieutenant Creesy, U. S. Navy.

U. S. S. TUSCARORA,
Algeciras, June 1, 1862.

SIR: I have the honor to report that your letter of May 6, addressed to Acting Volunteer Lieutenant Creesy, came to me, as senior officer, by this day's mail. In connection with the subject-matter of that letter, I have to report that I did not learn that private property had been taken from Mr. Tunstall until after the prisoners had been shipped for the United States and the *Ino* had returned to this anchorage. It was then communicated to me by one of the officers of this ship, who had seen the gold watch in the possession of the acting paymaster of the *Ino*. The *Kearsarge* being present, I at once informed my senior officer of the matter.

I have now to report to you that the *Ino* sailed from here on 27th April without any authority from me and in contemptuous disregard of my presence; she went to Cadiz, and from there was ordered immediately back to this place by Commander Pickering, who gave Acting Volunteer Lieutenant Creesy important consular dispatches for me. The ship left Cadiz about 1st May, but has not returned here, and I have reason to believe that Acting Volunteer Lieutenant Creesy has abandoned his station here and gone on some independent cruise. I have had no intelligence of his whereabouts, and must confess I should not be surprised to hear of some extraordinary conduct on his part.

On the 28th and 29th April I sent to you a formal report and charges against Acting Volunteer Lieutenant Creesy.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Secretary of the Navy to the agent of the California mail steamers, offering assistance to the company in protecting the steamers from Confederate privateers.

NAVY DEPARTMENT, *June 5, 1862.*

The Department has information of the concentration of a large number of steamers at Nassau, New Providence, engaged in the interest of the insurgents. The object of most of them is doubtless to run the blockade if possible, but some of them may be fitted out for piratical purposes. In anticipation of the latter course, it would be well to take measures for the protection of the California steamers on the route between New York and Aspinwall. The Department will gladly assist the company in this object. It will furnish rifle guns for them and a sufficient number of seamen to work them, the company subsisting at their expense the seamen. It will also, if desired, appoint the commanders of the steamers acting masters in the Navy, but without pay. Until the steamers are prepared in themselves to repel an attack, the Department will direct the gunboat *Cayuga* at New York to act as convoy over the part of the route where danger is most likely to be apprehended. The *Cayuga* is not, however, a fast steamer.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

AGENT OF THE CALIFORNIA MAIL STEAMERS,
New York.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, stating that the United States flag was received with satisfaction in the Canary Islands.

U. S. SHIP ST. LOUIS,
Santa Cruz, Island of Teneriffe, June 12, 1862.

SIR: I have the honor to report my visit to this island, at which place I arrived on the 30th ultimo; and I purpose to sail again on the 14th instant, after the arrival of the mail.

Commerce remained uninterrupted, and I am pleased to state that the appearance of our flag everywhere gives much satisfaction, and that much courtesy has been extended to us in the ports that I have visited.

The health of the officers and crew continues generally good.

I am, sir, very respectfully, your obedient servant,

M. C. MARIN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington D. C.

Report of Commander Pickering, U. S. Navy, commanding U. S. steam sloop Kearsarge, of information received at Gibraltar regarding the C. S. S. Sumter.

U. S. STEAM SLOOP KEARSARGE,
Algeciras, June 13, 1862.

SIR: I have the honor to report the arrival of the *Kearsarge* at this port on the evening of the 8th instant, having been detained two months at the royal dockyard, Cadiz, undergoing repairs upon

machinery, which could have been effected at any of our own dockyards in as many weeks. The new circulating pump plunger was found, when nearly completed, to be slightly defective, but upon consultation with the chief engineer I determined to use it temporarily until a new casting could be made. While at the dockyard I made such repairs upon the ship as were deemed absolutely necessary.

Since my arrival at this port I have had an interview with Consul Sprague, at Gibraltar, concerning the *Sumter*, her condition, present intentions, etc., the result of which has convinced me that it would not be wise to leave her unguarded.

The *Tuscarora* sailed for Cadiz this morning. The storeship *Release* will sail for Spezia as soon as she completes watering ship.

Officers and crew all well.

I have the honor to be, very respectfully, your obedient servant,

C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Flag-Officer Bell, U. S. Navy, commanding Pacific Squadron, to Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, to cruise in the China Seas in search of a Confederate privateer.

U. S. FLAGSHIP LANCASTER,
Navy Yard, Mare Island, Cal., June 16, 1862.

SIR: When you are in all respects ready you will proceed to sea in the U. S. S. *Wyoming*, under your command, and, notwithstanding your previous orders from the Navy Department, you will go at once to Manila, the capital of the Philippine Islands. Information has reached Washington that a rebel privateer is cruising in the China Seas. You will therefore, on your arrival at Manila, endeavor to obtain such intelligence as may lead to her capture. It is probable that instructions from the Navy Department may await your arrival, in default of which you will be governed by your best judgment to effect the object of your cruise, to protect American commerce in those seas. Should you meet with the U. S. S. *Saginaw*, you are authorized to transfer Lieutenant Charles [J.] McDougal from that ship to the *Wyoming*.

Wishing you a pleasant and successful cruise,

I am, very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding Pacific Squadron.

Commander D. MCDOUGAL,
Commanding U. S. S. Wyoming, Mare Island.

Report of Captain Glendy, U. S. Navy, commanding U. S. S. Saratoga, of arrival at Madeira.

U. S. S. SARATOGA,
Funchal, Island of Madeira, June 16, 1862.

SIR: I have arrived at this port, as I advised you I should be compelled to do in my dispatch of the 5th of April last, and shall return

to my cruising ground as soon as I shall have accomplished the object of my visit.

I am, very respectfully, your obedient servant,

WM. M. GLENDY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

LONDON, *June 23, 1862, via Madrid.*

Come to England as soon as ready, and report to Mr. Adams immediately on arrival.

MORAN.

Captain CRAVEN,
Frigate [Steam Sloop] Tuscarora.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of intention to proceed to England, in response to dispatch from Hon. C. F. Adams.

U. S. S. TUSCARORA,
Cadiz, June 25, 1862.

SIR: I have the honor to report to you that, having been relieved at Algeciras by the *Kearsarge*, on the 12th instant, I came to this place to overhaul the ship and engines. Our fires have been steadily kept up from the 14th [of] December to my arrival here, on the 15th instant. Some very trifling repairs are needed, and I expect to be ready for sea July 1, when I will sail for England, having yesterday received a dispatch from Mr Adams requesting the presence of this ship.

I have the honor to suggest that any important communications from the Navy Department to me be folded as private letters, and without the official frank, as nearly all of the letters from the Department which came to me at Gibraltar came with seals broken and mutilated envelopes. I of course do not know if I have received all you have sent me, but it is evident that letters are opened in England.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, of arrival at the Island of Fayal, and condition of affairs at that place.

U. S. SHIP ST. LOUIS,
Island of Fayal, June 26, 1862.

SIR: I have the honor to report to the Department my arrival at this island, having arrived here on the 21st instant. So far as I can learn, commerce meets with no interruption. This morning the Spanish

steamer of war *Ulloa*, bearing General Prim, came into the harbor, when I had the honor of saluting the Spanish general.

I am, sir, very respectfully, your obedient servant,

M. C. MARIN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Pickering, U. S. Navy, commanding U. S. steam sloop Kearsarge, transmitting correspondence regarding the guarding of C. S. S. Sumter.

U. S. STEAM SLOOP KEARSARGE,
Algeciras, July 3, 1862.

SIR: On the 18th ultimo I had the honor to acknowledge the receipt of your instruction dated 21st of May, since which acknowledgment I have been awaiting the arrival of the *Tuscarora*. To-day I received the enclosed letter from Captain Craven, marked A. The Department will see from enclosed copies of letter addressed to me by the consul at Gibraltar a few days since, marked B, and my answer to the same (C), the necessity of my further detention here. I also enclose copy of letter* addressed tc Captain Craven, marked D.

I have the honor to be, your obedient servant,

C. W. PICKERING,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

A.

U. S. S. TUSCARORA,
Cadiz, June 29, 1862.

DEAR SIR: I last night received your dispatch. The document to which you refer reached me on the 25th, and after my note to you had gone.

I on the 23d received from the legation in London a telegram, requesting my immediate presence in England, and, as my original instructions subject me to being advised by the U. S. minister to England, I can not disregard his dispatch, which I presume refers to some matters not yet known in Washington and of an urgent nature.

I have named to Mr. Adams the 1st July as my earliest possible day for leaving here, and I will go at that time, though not having completed our repairs. On my arrival at Southampton I will, as soon as I have communicated with Mr. Adams, inform you of my probable detention and of the time you may expect my return to relieve you.

For four months have I watched the *Sumter* voluntarily, while all of those vessels which were sent after her seem to have got clear of the duty assigned them. I however receive the order of the Department as a complimentary appreciation of the confidence of the Government as to the manner in which I have discharged my duties.

Respectfully and truly, yours,

T. AUGS. CRAVEN,
Commander.

Commander C. W. PICKERING,
U. S. S. Kearsarge.

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* Not found.

B.

JUNE 30, 1862.

SIR: Understanding that Mr. Adams, our minister at London, has by telegraph called for the U. S. S. *Tuscarora*, now at Cadiz, I take the liberty of availing of the earliest opportunity to express the hope that you will not leave this station in the U. S. S. *Kearsarge* until another Federal steamer supplies her place, or until you advise with Mr. Adams or the Navy Department on this subject.

As you are well aware the steamer *Sumter* remains at anchor in this port. I know nothing about her to induce me to believe that she will make new attempts to renew her unlawful vocation; still, so long as there exist Southern commissioners and others in favor of secession in Europe who are naturally anxious to favor their cause, would it be prudent to leave the *Sumter* to herself and run the risk of allowing her to proceed to sea unmolested? I think not. Indeed, I consider it most important that we should continue to keep up efficient measures to provide, not only for this contingency, but also for the appearance in these waters of any other crafts flying the secession flag. This surveillance upon the *Sumter* ought to be continued rigidly, and as sailing vessels of war are not adapted to the present necessities, it is essential that the Federal vessel assigned to permanent duty in these waters should be a steamer.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
U. S. Consul.

Captain C. W. PICKERING,
U. S. S. Kearsarge, off Algeciras.

C.

U. S. STEAM SLOOP KEARSARGE,
Algeciras Bay, July 1, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of yesterday, urging the necessity of my remaining at Algeciras with the steam sloop under my command. I am very desirous of pursuing late instructions from the Navy Department, which are much in unison with my own wishes, but, yielding to the force of your remarks and the fact that the withdrawal of this ship from these waters was ordered under the implied contingency of the *Tuscarora* being available and sufficient for all requirements here, I shall remain until the arrival of Commander Craven or further instructions from the honorable the Secretary of the Navy.

I am, very respectfully,

C. W. PICKERING,
Commander.

HORATIO J. SPRAGUE, Esq.,
U. S. Consul, Gibraltar.

Order of the Secretary of the Navy to Commander Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, to touch at Nassau, New Providence, and ascertain the purpose and destination of steamer Oreto.

NAVY DEPARTMENT, *July 4, 1862.*

SIR: The Department has information that the fast-sailing steamer *Oreto*, now at Nassau, has been fitted for war purposes, and the intelligence received is of such a character as to leave little doubt that she is to be employed in hostile demonstrations toward this Government,

its commerce, and its people. Under these circumstances, it is deemed proper that you touch at Nassau on your way to Key West with the *R. R. Cuyler*, to ascertain the facts in regard to this vessel, her purposes, and destination.

It is to be presumed that the authorities will in good faith observe and maintain the friendly relations that exist between her Majesty's Government and the United States, and not permit hostile measures against our Government and people to be instituted or carried on within their jurisdiction. You will, therefore, on your arrival at Nassau, put yourself in communication with our consul, Mr. Whiting, advising him of the object which you have in view, and of your intention and instruction while prosecuting your duties to preserve the peaceable and friendly relations that now exist. While it will be your duty always to guard the rights and property of our country and people from hostile aggression, you will scrupulously observe and regard the rights and property of others. The duty committed to you is delicate and highly responsibls, and the Department has confidence you will discharge it with ability.

It is believed the flag and authority of Great Britain have been abused for aggressive purposes, contrary to the spirit of the proclamation, and that ceaseless efforts have been made by the rebels and others in complicity with them to violate the blockade from and through Nassau and its vicinity. Transshipments are known to have been there extensively made of arms, munitions, and subsistence for the rebels, and it is understood that there are at this time a large number of vessels concentrated at that point with cargoes designed for the rebels.

You will, on your passage and while cruising, exercise vigilance to detect and capture any vessel having on board contraband of war, in no instance violating neutral rights or trespassing within the waters of a neutral power.

As the *Oreto* is professedly a British vessel it is not anticipated that objection will be made to your vigilance respecting her at Nassau or elsewhere. Should objection be made, however, you will avoid any offensive act, and on ascertaining, as far as possible, the facts, and becoming satisfied that you can render no further service, you will proceed to your station at Key West, reporting your proceeding, either at that port or Nassau, to the Department.

The notorious Semmes, recently of the *Sumter*, is reported to have arrived at Nassau almost simultaneously with the *Oreto*, having with him a portion of the *Sumter's* crew.

Should circumstances be such as to warrant your remaining at Nassau any length of time, communicate the fact to Flag-Officer Lardner.

I am, respectfully, etc.,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander FRANCIS WINSLOW, U. S. Navy,
Commanding U. S. S. R. R. Cuyler, Boston.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of intention to return as soon as possible from England to the relief of U. S. S. Kearsarge in watching C. S. S. Sumter.

U. S. LEGATION, *London, July 9, 1862.*

SIR: I have the honor to report to you that while lying at Cadiz, making repairs, etc., I on the 25th of June received from the U. S. minister at London a dispatch requesting my immediate presence in

England. Two days subsequently I received your order of May 21, forwarded from Algeciras by Commander Pickering, who was keeping guard on the *Sumter*. Believing that the case was one which demanded from me prompt action in furtherance of the designs of Mr. Adams, I delayed no longer than was necessary for important repairs and sailed for Southampton 2d July, arriving at that place 7th.

Immediately on arrival I came to London and had an interview with Mr. Adams. In accordance with his wishes I am constrained to remain within the reach of easy communication. I am finishing my repairs at Southampton and will leave there for some point on the French coast to await further information from the U. S. minister. Mr. Adams, I presume, has informed the State Department of the causes of my detention, and I have not a doubt that you will approve of my action on this occasion. I will return to my ship to-night, and will write you more fully.

So soon as no cause exists for my longer absence from Algeciras, I will return there and relieve the *Kearsarge*.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

HON. GIDEON WELLES,
Secretary of the Navy.

Order of Secretary of the Navy to Commander Ganseroort, U. S. Navy, commanding U. S. steam sloop Adirondack, to proceed to sea under sealed instructions.

NAVY DEPARTMENT, *July 11, 1862.*

SIR: The order to you of the 27th ultimo is hereby revoked. Enclosed are sealed instructions which you will open after getting to sea and proceed in their execution. Leave New York with the *Adirondack* the moment she is ready.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander G. GANSEVOORT,
Commanding U. S. Steam Sloop Adirondack.

[Enclosure.]

NAVY DEPARTMENT, *July 11, 1862.*

SIR: The Department has information that the fast-sailing steamer *Oreto*, now or recently at Nassau, New Providence, has been fitted for war purposes, and the intelligence received is of such a character as to leave little doubt that she is to be employed in hostile demonstrations toward this Government, its commerce, and its people.

The notorious Semmes, recently of the *Sumter*, is reported to have arrived at Nassau almost simultaneously with the *Oreto*, having with him a portion of the *Sumter's* crew. Under these circumstances it is deemed proper to send the *Adirondack* to Nassau to ascertain the facts in regard to the *Oreto*, her purpose and destination.

It is to be presumed that the authorities will in good faith observe and maintain the friendly relations that exist between her Majesty's Government and the United States, and not permit hostile measures against our Government and people to be instituted or carried on within their jurisdiction. You will, therefore, on your arrival at Nassau, put yourself in communication with our consul, Mr. Whiting, advising him of the object which you have in view and of your intention and instruc-

tions, while prosecuting your duties, to preserve the peaceable and friendly relations that now exist. While it will be your duty always to guard the rights and property of our country and people from hostile aggression, you will scrupulously observe and regard the rights and property of others. The duty commended to you is delicate and highly responsible, and the Department has confidence you will discharge it with ability.

It is believed the flag and authority of Great Britain have been abused for aggressive purposes, contrary to the spirit of her Majesty's proclamation, and that ceaseless efforts have been made by the rebels and others in complicity with them to violate the blockade from and through Nassau and its vicinity. Transshipments are known to have been made there of arms, munitions, and subsistence for the rebels, and it is understood there are at this time a large number of vessels concentrated at that point with cargoes designed for the rebels.

As the *Oreto* is professedly a British vessel, it is not anticipated that objection will be made to your vigilance respecting her at Nassau or elsewhere. Should such objection be made, however, you will avoid any offensive act. Upon ascertaining as far as possible the facts relative to the *Oreto*, or on becoming satisfied that you can render no further service by remaining at Nassau, you will return to Hampton Roads and forward to the Department a report of your proceedings.

Early information of the condition of affairs about Nassau is desired, and you will therefore communicate with the Department by the earliest opportunity. Should the *Oreto* or any other armed vessel have left Nassau with the intention of hostile demonstrations against our Government, its commerce, or people, you will proceed with the *Adirondack* in pursuit of her.

You will, on your passage and while cruising, exercise vigilance to detect and capture any vessel having on board contraband of war designed for the rebels, in no instance, however, violating neutral rights, or trespassing within the waters of a neutral power.

Among the vessels that have been reported as having arms, munitions of war, etc., and as having sailed from Europe with the intention of violating the blockade or throwing their cargoes into the Southern States by transshipments, are the steamers *Julia Usher*, *Bahama*, *Melita*, *Sylph*, *Stanley*, *Leopard*, *Columbia*, *Merrimac*, *Memphis*, *Anglia*, *Scotia*, *Herald*, *Sophia*, *Phœbe Ann*, *Tubal Cain*, *Southwick*, *Economist*, *Minho*, *Lodona*, and *Adela*.

The steamer *R. R. Cuyler*, Commander Francis Winslow, will touch at Nassau on the way to Key West, under instructions of a similar import to the foregoing.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander G. GANSEVOORT, U. S. Navy,
Commanding U. S. Sloop Adirondack, New York.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, announcing arrival of his ship at Southampton, England.

U. S. S. TUSCARORA,
Southampton, July 12, 1862.

SIR: I had the honor to report to you, on the 9th, from London, briefly announcing my presence, with the ship under my command, in the waters of England.

Mr. Adams has informed the honorable Secretary of State of the object of my visit, and it appears hardly necessary for me to add any further explanations. You will perceive that an imperative sense of duty has called me here; this being one of those occasions which called for the exercise of that discretionary authority conveyed to me by your general instructions of December 6. Your order of May 21 reached me at Cadiz, where I was making repairs. The *Kearsarge* being in Gibraltar Bay, watching the *Sumter*, I hastened to this place in compliance with the request of Mr. Adams.

Permit me, sir, to call your attention to the necessity for another steamer on the European coast. During the last three months I could on more than one occasion have intercepted steamers in the rebel service, which had sailed from Liverpool, and of whose departure I had timely notice by telegraph; but the prolonged absence of the *Kearsarge* rendered it impossible for me to leave the Bay of Gibraltar. Again, it will hardly be possible for this ship to perform with efficiency the same sort of service as has devolved upon her for the past six months, of steady and incessant fires. Our boilers are beginning to exhibit the wear and will more frequently require overhauling and repair. I merely offer these suggestions to show you that a steamer without relief may become so crippled as to be inefficient.

* * * * * * *

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Flag-Officer Bell, U. S. Navy, commanding Pacific Squadron, regarding matters at Panama, New Granada.

U. S. FLAGSHIP LANCASTER,
San Francisco, July 19, 1862.

SIR: I have the honor to inform you that the French corvette *La Bayonnaise* has arrived from San Blas, and from all the information I can obtain the French are not blockading, at present, any of the ports on the Pacific side of Mexico.

In a letter from Commander Lanman, dated on board the U. S. S. *Saranac*, Panama, July 3, I am informed that on June 30 intelligence was given to the foreign consuls leading them to believe that an attack on the city of Panama would be made by a number of persons, principally blacks, for the purpose of plunder. Every preparation was made for the landing of a sufficient force for the protection of the lives of American citizens and the property of the railroad company, but on the following day the consuls were notified by the prefect that the danger had passed away.

As it is a matter of considerable importance to the inhabitants of Panama to keep as many men of war as possible moored in their harbor, I am inclined to believe that these alarms are frequently gotten up for the purpose of detaining them when it is understood that they are about to sail. Such was the case on various occasions when the *Lancaster* was supposed to be about to leave, and on this occasion the British ship of war *Termagant* was detained a few days.

I have remained a short time at this anchorage to give the crew an opportunity to visit the shore, the first they have had since leaving the United States, and to fill up our complement of men, which has never been full, and which has been still further reduced by desertion. I regret to say we have had but little success.

I shall leave here on the 22d instant, and shall proceed down the coast towards Panama, touching on the way at all the principal Mexican ports.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Flag-Officer, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, relative to capture of schooner Emma.

U. S. S. ADIRONDACK,
At Sea, Lat. 27° 19′ N., Long. 75°, 50′ W., July 23, 1862.

SIR: I have the honor to report that I have this day boarded, after two hours' chase, the schooner *Emma*, of Nassau. She was built in Salem, Md., but has a British colonial register. After a careful examination of her papers and cargo I have decided to send her to the port of Philadelphia as a prize, and have detailed Acting Master's Mate William Knapp, jr., to proceed with her, with a crew of six men. Her cargo consists of salt, soda ash, shoes, stationery, oil, and flannel; articles of great need in the so-called Confederate States. Her captain and part of her crew appear, from the papers found on board, to be the persons who ran the blockade from Wilmington, N. C., on or about May 9, 1862, in the pilot boat *Ann E. Berry*. I found on board a letter dated Confederate States of America, War Department, Richmond, April 28, 1862, signed Geo. W. Randolph, Secretary of War, authorizing a clearance of the *Ann E. Berry* for the West Indies, with the understanding that she shall bring back such stores as the Ordnance Bureau may direct. The captain of the *Ann E. Berry* is the captain of the prize. The clearance of the prize is from Nassau, New Providence, for Baltimore, but the facts and circumstances convince me that she was bound to some port in the so-called Confederate States.

Concerning this ship and her performance since she left New York, I have to report that the weather has been such as to try her well. We have had almost continued strong head winds, and for one or two days quite heavy southwest gales. The engines have behaved well, as has also the ship. In the gale the most important parts of our iron work aloft was carried away, and I shall have to refit her yards at Nassau. Her speed is fair. She was going 12 knots to-day without pressing her engines, while in chase, under topsails, foresail, and topmast studding sail, in a moderate breeze.

The rough weather we have had has so delayed us that I shall have to coal in Nassau. I shall be glad to have Mr. Knapp, the prize master, return as early as possible to this vessel, and respectfully request that orders to him to that end be issued by the Department; also, if possible, that the men who go with him, or others in their stead, be returned.

I transmit herewith a list of persons entitled to share in the prize, and am,

Very respectfully, your obedient servant,

GUERT GANSEVOORT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, announcing arrival at island of Madeira.

U. S. SHIP ST. LOUIS,
Island of Madeira, July 25, 1862.

SIR: I have the honor to report my visit to this island, last from Fayal (Azores). I have nothing of importance to communicate to the Department, save that the appearance of our flag everywhere seems to give much satisfaction, particularly to good American citizens, and even in doubtful cases of allegiance it brings to memory the flag of the United States and the strength and power of our country, altogether having a good effect.

The authorities of the ports that I have visited have been highly courteous and attentive.

Very respectfully, your obedient servant,

M. C. MARIN,
Commander, U. S. Ship St. Louis.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Ganseroort, U. S. Navy, commanding U. S. S. Adirondack, relative to firing at steamer Herald.

U. S. STEAM SLOOP OF WAR ADIRONDACK,
Harbor of Nassau, July 28, 1862.

SIR: I have the honor to report the arrival of this ship at this port. We left New York on the 17th, and after an eight days' passage arrived here on the 25th.

On the 23d instant I captured at sea, about 120 miles north of the Hole in the Wall, the schooner *Emma*, of Nassau, and being convinced that she was bound to some Southern port, sent her as a prize to Philadelphia in charge of Acting Master's Mate William Knapp, jr., with a crew of six men.

On the morning of the 25th, when in sight of this place, but beyond the territorial jurisdiction of this part of the British Empire, I discovered shortly after daylight a steamer standing in for Nassau. I gave chase, and when near enough to her to enable her people to make out our character she changed her course more toward shore and increased her speed. I endeavored to bring her to by the usual means, but as these only accelerated her speed I fired at her. Several of our shell, I have been since informed, struck her, and, as her speed was greatly superior to ours, she escaped into Nassau. As soon as we came near enough a boat from her British Majesty's steamer *Greyhound* came off

to us with a letter from Commander H. D. Hickley, her commander, and the senior British naval officer present, protesting in the name of her Majesty's Government against my course. I replied at once, and the letter from Commander Hickley, as well as my reply and the statement of various conversations between us in relation thereto, I shall have the honor of forwarding to you from Hampton Roads when we arrive there. The letter of Captain Hickley informed me that the steamer's name was the *Herald* (one of those upon the list contained in my instructions), and from shore I learn that she had just come from Charleston (having taken there a cargo of arms, etc.) with a cargo of cotton.

The bad weather we experienced on our passage to this place so delayed and damaged us that I found it necessary to take in coal and other supplies and to make repairs. Upon arrival I made application to the authorities for permission to do so, which, after imposing various conditions said to be in accordance with the latest English proclamation of neutrality, Governor Bayley granted.

As to the condition of affairs here in reference to our present struggle, I have to report that nearly the whole population is in open and notorious sympathy with the rebels. Steamers in large numbers have arrived here from England loaded with arms and munitions of war, which are transshipped in some cases into vessels bound to Southern ports; in others the goods are landed; in others they remain in the vessels in which they came from England. All the warehouses in town, and many private houses even, are stored with these goods. In the face of open day, in the presence of the authorities of every degree, and necessarily by their knowledge and consent, guns and munitions of war, marked "C. S. A.," and known by everybody to be the property of the rebel authorities, are hauled through the streets and put on board steamers notoriously bound to run the blockade. No concealment of these intentions is made or attempted. Everybody, public or private, is well acquainted with them. All the harbor regulations have been nullified for the benefit of the rebels, while for any of our vessels who come here they are strictly enforced. "Neutrality" is the word for us; "I have no authority," the reply to every application or remonstrance on the part of our consul against these things.

As to the *Oreto*, she is at present in charge of a prize crew from the *Greyhound*. I have been unable as yet to learn the time when she was seized, but have been informed that she had several times been seized by the naval authorities and released before her present final seizure. Proceedings are now pending in the admiralty court for her condemnation for a violation of the foreign-enlistment act. What the result of those proceedings will be is a matter concerning which opinions are divided.

Semmes and his officers were, before her seizure, openly and notoriously engaged in fitting her out as a Confederate cruiser, and almost every vessel arriving from Charleston brought out men to form her crew. When she was seized these were turned loose in the streets, where they remain ready for an opportunity to go again on board. The vessel herself looks trim and man-of-war like. She has sixteen ports in which guns could be mounted; these ports are small, though, and no heavy guns could be used in them. She is fitted, I am informed, in all respects as a vessel of war and the purpose for which she is intended is known to every one, high and low. Since her seizure, Semmes and officers have gone, I am informed, to Charleston, and by the arrival on Saturday of a vessel (the steamer *Kate*) from there, we learn that they successfully ran the blockade.

I have endeavored to condense this report as much as possible. I defer a more lengthy one until arrival at Hampton Roads, for reasons which I will communicate. I defer also making any suggestions to the Department for the same reasons. At that time I shall have the pleasure of transmitting all the details with which I have become acquainted, together with the correspondence already referred to. I shall leave here on Wednesday, at the latest, and meanwhile am,

Very respectfully, your obedient servant,

GUERT GANSEVOORT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order and instructions from Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora.

NAVY DEPARTMENT, *August 1, 1862.*

SIR: The Department approves of your course in going to England with the *Tuscarora*. You will remain there so long as Mr. Adams desires, acting under his advice in all matters likely to give umbrage to the English Government.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander T. A. CRAVEN,
Commanding U. S. Sloop Tuscarora, Southampton, England.

Order from Secretary of the Navy to Commander Pickering, U. S. Navy, commanding U. S. S. Kearsarge.

NAVY DEPARTMENT, *August 1, 1862.*

SIR: Remain with the *Kearsarge* near Gibraltar, watching the *Sumter*, until further orders.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander CHAS. W. PICKERING,
Commanding U. S. Sloop Kearsarge, near Gibraltar.

Instructions of Rear-Admiral Sir Lewis T. Jones, R. N., commanding H. M. S. Hastings, to Captain Seymour, R. N., relative to the limit of time allowed the U. S. S. Tuscarora in the port of Queenstown.

ADMIRAL'S OFFICE,
Queenstown, August 1, 1862.

SIR: I am directed by Rear-Admiral Sir Lewis [T.] Jones to inform you that by the regulations of the port the *Tuscarora* must leave this anchorage at the expiration of twenty-four hours after her arrival.

I have the honor to be, sir, your obedient servant,

R. CURGENVEN,
Secretary.

Captain SEYMOUR,
Queenstown.

Report of Commander Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, of firing on steamer Herald, enclosing correspondence with British authorities relative thereto and to procuring coal; also, a list of suspicious vessels.

U. S. STEAM SLOOP ADIRONDACK,
Hampton Roads, August 4, 1862.

SIR: I have the honor to inform you of the arrival of this ship at this place, and to submit the following report of my doings since she sailed from New York, on the 17th ultimo:

On the 23d I captured a small schooner (the *Emma*, of Nassau) about 120 miles north of the Hole in the Wall, and sent her to Philadelphia, in charge of Acting Master's Mate William Knapp, jr., with a crew of six men. On the morning of the 25th of July, when about 8 or 10 miles from Nassau light-house, shortly after daylight, I discovered a steamer standing toward that place; upon steaming toward her she changed course and increased her speed, with evident desire of avoiding being boarded. I unavailingly tried the usual means of bringing her to, and then fired at her. Though several of our shells exploded near her, and fragments from them struck her sides and decks, she refused to stop; and being much faster than the *Adirondack*, she escaped into Nassau. I was careful to cease chasing and firing at her so soon as it seemed a matter of doubt whether or not she was within British waters, as I was not willing to furnish the English Government a pretext for making trouble for us.

About two hours afterwards (we having meanwhile greatly neared the port) a boat came alongside from H. B. M. S. *Greyhound*, bringing a letter from Commander H. D. Hickley, of the British Navy, addressed, "To the officer in command of the Federal vessel," and protesting in the name of her Majesty's Government against my course, etc. The letter informed me of the name of the steamer—the *Herald*. She is one of those enumerated in your sealed instructions, dated July 11, 1862, and subsequently, upon visiting the shore, I learned that the *Herald* was, at the time I chased and fired at her, on her return from Charleston (whither she had carried a large cargo of ammunition, arms, etc.) with a cargo of cotton, and was at the time under command of the notorious rebel Coxetter, formerly captain of the rebel privateer *Jeff. Davis*. The *Greyhound* subsequently came out, and, steaming round us, hailed, and returned to port.

Shortly after anchoring I replied to Commander Hickley's protest. I have the honor to enclose copies of these documents.

Upon a visit which he made to me next day Commander Hickley made the most ample apologies for having addressed me as the "officer in command of the Federal vessel," and was very anxious—pertinaciously so—to withdraw his first letter and submit another properly addressed, but I declined to permit it, though I promised to inform my Government of his apology. Commander Hickley subsequently addressed me two letters upon the subject of the *Herald*, copies of which are enclosed; I enclose also a copy of my reply to his last letter. They explain themselves.

The passage from New York of eight days having consumed nearly all our coal I found upon arrival at Nassau that it was necessary to procure more, and also to repair some damages caused by the rough weather I had experienced; accordingly, the next morning after my arrival I waited (in company with our consul, Mr. Whiting) upon the colonial governor, and requested permission to take in my supplies and

make my repairs. He informed me that he had heard through Commander Hickley of my desires, and that he had that morning sent me a letter containing the terms upon which I might be permitted to take coal and make repairs. As I had not received this letter, he verbally communicated the conditions, to which I acceded. At his request I addressed him a written statement of my needs and acceptance of the terms his letter proposed. I have the honor to enclose copies of his letter and of a proclamation it contained, together with my letter to him.

Concerning the condition of things at Nassau, I have to report that nearly all the feeling of the place with regard to our present national troubles is in sympathy with the rebels. As we passed through the harbor Dixie was played for our benefit; when we walked the streets we heard the term "Yankee" uttered with true Southern tone, and occasionally a more impudent blackguard would, as he passed, hurrah in our ears for Jeff. Davis. The warehouses of the town, and very many private houses, are stored to the full with arms and munitions of war, notoriously intended for the South. Vessels arrive constantly from England loaded with these stores; in some cases they are transshipped into vessels engaged in running the blockade; in others they remain in the vessels that brought them. The practice of the blockade breakers is to paint these vessels of a bluish-white color, which is about the color of the sky at early dawn. When a vessel leaves to run the blockade everybody in or out of authority knows it. The officials all connive at the practice. In the daytime, at all hours, without pretense of concealment, boxes of arms and munitions of war, cannon and ammunition, marked in large capitals "C. S. A.," are dragged through the streets to be shipped on board vessels known by everybody to be going to Charleston and other Southern ports.

As an evidence of this sympathy and connivance on the part of her Majesty's officers, I have to state that though my reply to Commander Hickley's first letter was not sent to him until late in the afternoon of the 25th, the substance of it appeared the next morning in a Nassau newspaper, a copy of which I herewith forward.

As to the names and descriptions of the vessels that have been engaged during the past year in this business, I respectfully refer the Department to the letters of our consul, Mr. Whiting, to the Secretary of State, nearly all of which, he informs me, have been by the State Department referred to you. And while upon this subject I desire to say of Mr. Whiting that I believe him to be a worthy representative of the country. He was exceedingly courteous and obliging to us, and I think he has at all times faithfully performed his duties there, though the position is an exceedingly trying one. He showed me the most of his dispatches as to Confederate-British doings in Nassau during the past year, and so far as I was able to verify them they were perfectly correct. I have every reason to believe that they present a true account of affairs there.

I found in Nassau quite a number of English steamers laden with arms and engaged in running the blockade. A descriptive list of them is enclosed.

Concerning the *Oreto*, I have to report that the purpose for which she was intended is notorious to everyone. She is a neat, trim craft, draws about 13 feet of water, has three masts, which rake considerably, with lower, topsail, and topgallant yards upon fore and main; one smokestack, which also rakes considerably. She has sixteen ports in which guns can be carried, but the ports are not large enough for heavy guns. She might carry a pivot forward and one aft.

I found her in charge of a prize crew from the *Greyhound*, and proceedings have been instituted in the admiralty court of the Bahamas for her condemnation for a violation of the foreign enlistment act of Great Britain, referred to in her Majesty's proclamation of May 13, 1861. The case was to have been heard on the day I left. What the decision will be is a subject upon which opinions are divided. Mr. Whiting thinks she will be condemned. I requested Commander Hickley's permission to go on board the *Oreto*, but was refused, and I can only give the impressions I got of her from pulling round her in my gig. Semmes and his officers were, up to the time of her seizure, actively engaged in fitting her for warlike purposes; but since that date Semmes has sailed for England in a steamer called the *Bahama*, while his officers (with the exception of one, who goes by the name of Sterling, whom I take, from the description I have had of him, to be J. M. Stribling, formerly lieutenant in our Navy) have, I am informed, gone to Charleston. After the arrival of Semmes every steamer that came out from Charleston brought men to form a crew for the *Oreto*, who went on board of her as soon as they arrived. At the time of her seizure they were turned adrift on the island.

I have endeavored to give the Department a full statement of the condition of things at Nassau as they appear to me. My conclusion is that the interests of the Government require that two or more vessels should be constantly cruising in the channels between the Great and Little Bahama Banks; these vessels should be well armed and fleet, and kept constantly shifting their positions. The inefficiency of our blockade of Charleston is a matter of universal contempt at Nassau; hardly one vessel in a dozen that leaves to run the blockade is captured.

One steamer has, I was informed, made thirty-three trips to and from that port since the blockade was established; her name is the *Kate*, and she is a side-wheel vessel, similar to the *Magnolia*.

By the terms of the proclamation enclosed to me by the governor, which I enclose, this ship can not again go to Nassau until three months after her departure. While I should be glad to serve the country in the manner I have suggested, I am of the opinion that the *Adirondack* carries too little coal, and is not fleet enough for that duty.

I stated in my letter by the mail steamer from Nassau that I deferred sending the enclosed documents until now for a reason; the reason was that I was informed by the consul that his despatches had on one occasion been torn up and returned to him; the possibility of a similar fate made me cautious to avoid it.

Trusting that my course may meet with the approbation of the Department,

I have the honor to be, sir, your obedient servant,

GUERT GANSEVOORT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

GREYHOUND, *Nassau, July 25, 1862.*

SIR: Having observed the Federal vessel of war under your command firing both shot and shell at a British vessel within 5½ miles of the light house of Nassau, and especially bearing in mind the fact that this vessel, the *Herald*, was coming from sea, and that your vessel increased her distance from the shore of Nassau in intercepting the *Herald*, and

also that that vessel was struck two or three times with shot, I have to protest in the name of her Majesty's Government most strongly against this act on your part as commander of a vessel of war of a nation with whom Great Britain is at peace, and to acquaint you that I shall represent at once to the naval commander in chief the course you have pursued, for the information of her Majesty's Government.

I have the honor to be, sir, your obedient servant,

H. D. HICKLEY,
Commander and Senior Naval Officer at Nassau.

The OFFICER IN COMMAND OF THE FEDERAL VESSEL.

U. S. SHIP ADIRONDACK,
Harbor of Nassau, July 25, 1862.

SIR: Your communication of this date addressed, "To the officer in command of the Federal vessel," has been handed to me on board this ship by an officer from your vessel. I presume it is meant for me, although I have the honor to command a vessel of war of the United States.

I take an early opportunity to reply, and I think the relation of the facts of this morning's chase of the *Herald*, to which you refer, will convince you that your "protest in the name of her Majesty's Government" was premature. By your own statement of the case the firing occurred 5½ miles from shore. The distance was considerably greater, but conceding your estimate to be correct, I had the plain right, under international law, sanctioned and approved by the highest legal authority of your own nation, to bring to a vessel of any nation when that distance from the shore. Vattel says, Book I, ch. XXIII, § 289, p. 129:

> The whole space of the sea within cannon shot of the coast is considered as making part of the territory.

So Wheaton, part II, ch. IV, p. 248, says:

> We have already seen that by the generally approved usage of nations, which forms the basis of international law, the maritime territory of every state extends to the distance of a marine league, or as far as a cannon shot will reach from the shore, along all the coasts of the state.

Concerning the right of a vessel of a belligerent power to overhaul vessels of a neutral power in search of contraband of war, there can, I presume, be no reason for doubt. England has always exercised it, and the authorities I have already referred to clearly state it. That the United States are belligerent now and that England is neutral, her Majesty's proclamation avers. The manner in which this right I have referred to is to be exercised is according to the universal custom: first, to fire a blank charge and hoist colors; if no attention is paid by the chase, a shot is fired across her bows; if she still refuses to heave to, then a shot or shots at her. In the case of the *Herald* this course was strictly pursued. She was discovered from this ship at or shortly after daylight. Upon nearing us she changed her course for one which would carry her farther inshore.

We steamed toward her, and when we were near enough to her to enable her to discover our character as a United States vessel of war, she suddenly and unnecessarily increased her speed. We fired a gun which, though shotted, was fired away from her intentionally, and hoisted the U. S. flag. She showed British colors and increased her speed; we then fired a shot across her bows; she paid no attention, but

kept on at full and if possible increased speed. I then fired at her and continued to do so, at the same time chasing her until, being anxious lest I might trespass upon her Majesty's territorial jurisdiction—a trespass I did not desire to commit—I ceased. You will perceive that in all this I have acted *in stricti jure*. I am, as I desired to be, within the letter as well as the spirit of the law of nations.

It has not been my purpose, and is not, neither do I desire nor have I desired, to do anything to disturb the friendly relations between the Government of the United States and that of her Majesty. On the contrary, my desire is, and my instructions are, to do all in my power to avoid any act which may tend to disturb those friendly relations.

Be pleased, when you "represent to your commander in chief the course I have pursued for the information of her Majesty's Government," to communicate to him also this my reply.

I am, sir, with great respect, your obedient servant,

GUERT GANSEVOORT,
Commander, U. S Navy, Commanding U. S. Ship Adirondack.

Commander H. D. HICKLEY, R. N.,
Commanding H. B. M. Ship Greyhound.

[H. M. S.] GREYHOUND,
Nassau, July 25, 1862.

SIR: I have the honor to acknowledge the receipt of your letter in reply to my own of to-day's date, and to acquaint you that the answer contained therein shall be forwarded with my own report to the naval commander in chief for the information of her Majesty's Government.

I have the honor to be, sir, your obedient servant,

H. D. HICKLEY,
Commander and Senior Naval Officer at Nassau.

Captain GUERT GANSEVOORT,
U. S. Vessel of War Adirondack.

BAHAMAS COLONIAL SECRETARY'S OFFICE,
Nassau, July 26, 1862.

SIR: Having heard from Capt. Hickley, commanding H. M. S. *Greyhound*, that you are anchored in the roadstead off the harbor, and intend coming within the harbor of Nassau, the governor desires me to transmit for your information the enclosed copy of a proclamation, issued by his Excellency on the 11th day of March last, founded on instructions from her Majesty's principal secretary of state for the colonies, under date of the 21st of January of the present year.

From this you will perceive that Capt. Hickley inadvertently omitted to apprise you that no armored vessel belonging either to the United States or to the States calling themselves the Confederate States of America, could anchor either in this harbor or roadstead without the especial permission of the governor, except in stress of weather.

His Excellency begs me to assure you that in making this communication to you he has no desire to exclude you from the hospitalities of the harbor, and that he is quite prepared to consider this permission as already accorded to you; but, at the same time, his Excellency desires me to point out to you the obligation which, according to the

terms of the proclamation, you are understood to assume by anchoring either in the roadstead or the inner harbor.

You bind yourself to leave this port whenever required by the governor, and, further, not to leave it until the expiration of twenty-four hours after the departure of any vessel belonging to the Confederate States which may have been anchored here at the time of your arrival.

In making this communication his Excellency desires me to reiterate his assurance that he has no wish to exclude you from the hospitalities of the port, but is only anxious that you should be aware of the obligations which you impliedly undertake by entering.

I have the honor to be, sir, your most obedient, humble servant,

C. R. NESBITT,
Colonial Secretary.

Captain GANSEVOORT,
Commanding U. S. S. Adirondack, Nassau, New Providence.

U. S. SHIP ADIRONDACK,
Harbor of Nassau, July 26, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this date. In reply, I have to inform you that the purpose of my coming into this port is to procure coal and other necessary supplies, and to repair some damages done by the rough weather I experienced in my passage from New York.

Your Excellency having already verbally accorded permission to do so, upon certain terms contained in your letter and the copy of a proclamation contained therein of the date of March 11, 1862, I have to say that I accept the terms and shall leave the port at the earliest possible moment after the above-named purposes have been accomplished, meanwhile using the greatest possible dispatch.

With high respect, I am, sir, your obedient servant,

GUERT GANSEVOORT,
Commander, U. S. Navy, Commanding U. S. Ship Adirondack.

His Excellency CHARLES JOHN BAYLEY, Esq.,
Governor and Commander in Chief in and over the Bahama Islands, Chancellor, Vice-Admiral and Ordinary, etc.

[H. M. S.] GREYHOUND,
Nassau, July 27, 1862.

SIR: With reference to your letter of July 25, and its fifth paragraph, wherein it is stated:

> The manner in which the right I have referred to is to be exercised is, according to universal custom, first to fire a blank charge and hoist colors; if no attention be paid by the chase, a shot is fired across her bows; if she still refuse to heave to, then a shot or shots at her. In the case of the *Herald* this morning this course was strictly pursued—

I have the honor to call your attention to the fact that having made very careful enquiry, I learn a shotted gun was fired first, which in the sixth paragraph of your letter I observe is admitted, "which, though shotted, was fired away from her and far astern of her intentionally."

In the sixth paragraph is also stated that—

> She was discovered by us at, or shortly after, daylight; upon nearing us she changed her course for one which would carry her farther in shore. We steamed toward her, and when we were near enough to her to enable her to discover our

character as a United States vessel of war, she suddenly and unnecessarily increased her speed; we fired a gun which, though shotted, was fired away from her, and far astern of her intentionally, and hoisted the United States flag; she showed British colors.

With regard to the last clause in this paragraph, viz, "she showed British colors," I am informed that the colors of the *Herald* were hoisted some time previous to any shot being fired, whereas the colors of [the] U. S. S. *Adirondack* were not hoisted until the discharge of the first gun, which was shotted, when, at or about the same time, the United States flag was hoisted.

Hoping that, after a most careful enquiry into all the circumstances connected with the case of the British steamship *Herald*, I have erred in no particular in the details in this letter,

I have the honor to be, sir, your obedient servant,

H. D. HICKLEY,
Commander of H. M. S. Greyhound, etc.

[Commander GANSEVOORT,
Commanding U. S. S. Adirondack.]

U. S. SHIP ADIRONDACK,
Off Nassau, July 28, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of yesterday (Sunday), the 27th instant, in reply to mine of the 25th instant, written in reply to yours of the same date, "protesting in the name of her Majesty's Government" against my course in reference to the *Herald*. In reference to firing the shotted gun, I am of opinion it was substantially the same as a blank charge. I stated in my letter the circumstances of the case fairly and openly, having no wish to diplomatize in regard to them. The part of my letter you have quoted states that the gun was shotted, but that it was intentionally fired far astern of the *Herald*. It was intended to answer the purpose of a blank charge, and there can be no pretense that it was not so understood by those on board the *Herald*. My guns were all shotted, and it would have taken too long to draw the shot, else it certainly would have been done

You say, "I am informed that the colors of the *Herald* were hoisted some time previous to any shot being fired;" if this were so, I am unable to see that it could in any way be material. You are, however, misinformed. Having thus noticed the only two exceptions your reply takes to my statement of the facts in relation to the chase of the *Herald*, I take this opportunity again to say that in the course I pursued in regard to that vessel, I acted, in my opinion, strictly in accordance with law, right, and custom, and I feel myself the more justified by the information I have received since arriving at this port, that the *Herald*, at the time I fired at and chased her, was on her return from the United States port of Charleston, S. C. (a port now being blockaded by the United States), after having carried there a cargo of arms and other stores for the benefit of those in arms against the United States; that in going to and returning from Charleston, the *Herald* had twice violated that blockade, and that she was, at the time she committed these violations, and now is, under the command of one Captain Coxetter, a rebel citizen of the United States, who lately commanded a so-called Confederate privateer. I make these statements upon the notoriety in Nassau of their truth, and also upon the statements of the public newspapers of the city; also upon statements and admissions made to me and two of my

officers by some of the officers, crew, or passengers of the *Herald;* by having been, by persons on board the *Herald*, pointed to the cotton she was discharging into the English steamer alongside of which she lies, as I passed through the port in my boat; and I call your attention to the fact that the *Herald* was thus, at the time of my chase of her, in violation of the neutrality declared and imposed by her Majesty the Queen of Great Britain in her proclamation of May, 1861, and by the terms of that proclamation debarred from her Majesty's favor and protection.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,
Commander, U. S. Navy, Commanding U. S. Ship Adirondack.

Captain H. D. HICKLEY,
Commanding H. M. S. Greyhound.

U. S. S. ADIRONDACK,
Hampton Roads, Va., August 4, 1862.

SIR: The following is a descriptive list of steam vessels now or lately at Nassau, New Providence, which are actively engaged in the violation of the blockade of the ports of those States now in insurrection against the Government:

1. The *Melita*, an iron propeller, with 3 masts.
2. The *Stanley*, an iron propeller, with 3 masts.
3. The *Leopard*, a side-wheel steamer, 2 masts, with great rake, and a raking smokestack, straight stern, and cutwater, and no head booms; a very fast vessel and the one purchased for Confederates by ——— Huse. An iron vessel. She left for Charleston July 29, at night.
4. The *Pacific*, side-wheel, 2 pipes fore and aft, 3 masts; a large, fast vessel.
5. The *Oreto*, propeller, 3 masts, with square sails on fore and main, 1 smokestack, which, with masts, rakes considerably; built strong and well, with cutwater and Sardinian coat of arms surmounting it. Head booms. She is pierced for guns, and looks to be very fast.
6. The *Minho*, propeller, 3 masts; has once run the blockade of Charleston, and left for a second attempt July 29, at night; an iron vessel.
7. The *Kate*, side-wheel, 2 masts and upper cabin, very light draft and not fast, with walking-beam engine and no head booms or yards.
8. The *Columbia*, iron propeller, 2 masts and 1 smokestack; a beautiful and fast vessel, now loaded and painted, ready for her first attempt to run the blockade to Charleston.
9. The *Minna*, iron propeller, schooner-rigged, pipe painted red white red, loading from *Herald* with cotton, for England.
10. The *Herald*, a low, fast, side-wheel steamer, 1 smokestack, stump bowsprit, and 1 mast; just arrived; from Charleston July 25, 1862.
11. The *Scotia*, side-wheel, very low in the water, with 2 pipes. Loaded, ready for Charleston. An iron vessel.
12. The *Lodona*, iron propeller, arrived July 25 from England, with arms, etc. One pipe well aft; bark-rigged.

The *Nashville* left for Charleston June 27, 1862; the *Lloyds* on July 3, 1862; the *Hero* on July 19, [1862]; the *Tubal Cain* on July 20, [1862].

Very respectfully, your obedient servant,

GUERT GANSEVOORT,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander T. A. Craven, U. S. Navy, commanding U. S. S. Tuscarora, giving an account of the escape of the Alabama from Liverpool.

U. S. S. TUSCARORA,
Queenstown, August 4, 1862.

SIR: I have the honor to inform you that a new rebel steamer has escaped from Liverpool, where she has been built and equipped, openly and without secrecy, under the inspection of J. D. Bulloch, late a lieutenant in the U. S. Navy.

My communication to you of July 8 will have informed you of my being in England, by the advice and request of the U. S. minister, who hoped, as I did, that I might be able to prevent the departure of the pirate steamer. On reaching Southampton I made a plea of necessary repairs, remained there and made them, awaiting further intelligence. On the afternoon of the 29th ultimo, at 4:30 o'clock, I received from Mr. Adams a dispatch, "The vessel is steaming out of the Mersey." I went to sea without delay and ran into the St. George's Channel, touched at Queenstown to make further inquiries and to receive from Mr. Adams intelligence; his dispatch reported "the vessel still off Point Lynus." I went to the place indicated, and there learned from the pilots that the pirate left the coast on the evening of the same day he sailed from Liverpool, having off Point Lynus received from a steam tug which had followed him out supplies (unknown). In the St. George's Channel I had during the last three days passed a number of American vessels, both inward and outward bound; I therefore infer that the pirate went to sea by the North Channel, as he has not been seen nor heard of here.

The Liverpool pilot reported that the steamer had gone to Nassau and steamed about 12 knots. I enclose a description of her:

Description of the rebel steamer recently built in Liverpool, and which sailed from there 29th July, supposed to be commanded by James D. Bulloch.

Screw steamer of 1,050 tons, built of wood; is about 200 feet long; has 2 engines; propeller lifts up; bark rigged, with short bowsprit; smoke pipe is just forward of mainmast; steam pipe of copper, forward of smoke pipe, and also 2 ventilators forward of smoke pipe; billet-head gilt; has on it a red shield with a gilt anchor on it. Stern round, with blank stern windows, gilt carving, and a motto, "*Aid toi et Dieu t'aidera.*"

Mizzenmast well aft, with a great rake; carries 2 boats on each side abaft the mainmast, also has a stern boat. Has a bridge across the deck forward of smoke pipe. Decks are flush and had tracks laid for 3 pivot guns.

So long as the "order in council" prohibits our ships of war lying in British ports, just so long will it be out of the power of our cruisers to prevent these piratical vessels being fitted out and getting to sea. I was notified to leave the port of Southampton, but insisted on making repairs that I might be within easy communication of the U. S. minister. On arriving at Queenstown I was warned again, and could make no plea of repairs, even if I had desired to remain. Not being permitted to coal but once in three months, I can not cruise, and feel powerless.

Mr. Adams wished me "to follow the vessel across the Atlantic;" your instructions to me only permit such chase under the probability of capture, and as this ship only carries twelve days' coal (full steaming), I could not follow with any possibility of overtaking the pirate, who had at least thirty days' coal on board. He could go across, while I would have to stop for coal at Fayal.

It is my intention to cruise in this channel a week longer, believing

that my presence will have a good effect. I will go to the coast of France for coal, and then to Gibraltar Bay, unless circumstances of an urgent nature require my continuing in this vicinity.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the U. S. minister to England to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, recommending him to follow instructions from the Department without reference to him.

LEGATION OF THE UNITED STATES,
London, August 6, 1862.

SIR: I will forward your letter to the Secretary of the Navy. Having in my hands sufficient evidence to justify the step, I was willing to assume the responsibility of advising you to follow the boat *No. 290* and take her wherever you could find her. But I can not do the same with other vessels of which I have knowledge only from general report. I therefore think it best that you should resume your duties under the general instructions you have from the Department without further reference to me.

I have the honor to be, sir, your obedient servant,

CHARLES FRANCIS ADAMS.

Captain T. AUG. CRAVEN, U. S. Navy,
U. S. S. Tuscarora, Dublin.

Letter from T. H. Dudley, U. S. consul at Liverpool, to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, giving information in regard to shipment of crew for C. S. gunboat [Alabama?].

U. S. CONSULATE,
Tower Building, South Water street,
Liverpool, August 11, 1862, 5 p. m.

DEAR SIR: They are shipping 50 additional men for the gunboat, and are to take them out on a tug to-morrow night. I think she is in some creek or bay on the north coast of Ireland. If possible, will find out where she is and will telegraph you to-morrow morning. I understand the tug is to leave here at midnight to-morrow night.

Yours, etc.,

THOMAS H. DUDLEY.

Captain CRAVEN.

Report of Commander Winslow, U. S. Navy, commanding U. S. S. R. R. Cuyler, giving information regarding steamer Oreto.

U. S. S. R. R. CUYLER,
Key West, August 12, 1862.

SIR: Agreeably with the instructions of the Department, the following report of the *Cuyler's* recent visit to Nassau (under the orders of July 4) is respectfully submitted.

Learning from the pilot, on approaching the anchorage Friday morning, the 8th, that the *Oreto* had left the inner harbor and was then in motion testing her engines in the outer roads previous to leaving Nassau, I decided not to anchor until after communicating with our consul, for whom a suitable boat with an officer was promptly dispatched.

Mr. Whiting soon after arrived on board, informing me that the case of the *Oreto* had recently been decided by the admiralty court, and the vessel released on the ground of the insufficiency and conflicting character of the testimony, no armament or munitions of war being found on board; also that Semmes and most of his associates had left Nassau in the steamer *Bahama* for Bermuda or England, apparently abandoning the plan of using the *Oreto* as a privateer; but from such statements as reached him confidentially, Mr. Whiting was of opinion the steamer would attempt to run the blockade, probably at Charleston, with such arms and munitions as could be secretly put on board.

After the deliberate and conclusive action of the court in this case, further protest (unsustained by positive evidence) would not probably be effective of any good result.

The *Oreto* might proceed to sea at any moment, and as the simultaneous departure of this vessel from one of her British Majesty's harbors, in evident pursuit of a British steamer, would certainly be regarded as an "offensive act" by the authorities, after mature consultation with Mr. Whiting, it was deemed most expedient, under the circumstances, that the *Cuyler* should not come to anchor, but apparently continue on her course toward Key West, proceeding to cruise in the vicinity of Abaco, with the hope of intercepting the *Oreto* on her route and making a thorough examination for contraband of war, when out of neutral jurisdiction.

In pursuance of this plan, we left Nassau about 5 p. m. During the two following days several vessels were visited and examined in the vicinity of Abaco, from one of which information was obtained that the *Oreto* had again been seized by H. B. M. S. *Petrel*.

In accordance with instructions, the *Cuyler* then proceeded to Key West, where I have this day reported to Flag-Officer Lardner.

I am, with much respect, your most obedient servant,

FRANCIS WINSLOW,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order from the Secretary of the Navy to Captain Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, to proceed to Nassau and direct cruisers there to watch for steamer 290 (Alabama).

NAVY DEPARTMENT, *August 13, 1862.*

SIR: It has been frequently reported and generally believed that a propeller designed for war purposes was in the course of construction at or near Liverpool by Laird & Co. for the rebel service. The vessel has been completed and equipped, and it is understood has sailed from England.

An application was made by our minister to the Government of Great Britain for the detention of the vessel alluded to. The proof presented was pretty conclusive that the steamer had been built for the

rebel Government and is designed for privateering purposes or to prey upon our commerce. Measures were about being taken to arrest her departure when she escaped. Her destination is probably Nassau.

You will proceed with the *Adirondack* to the vicinity of Nassau and communicate to our cruisers in that quarter the above information, and direct them to be on the alert to intercept and capture the rebel steamer. They must not, however, violate neutral rights by chasing, firing at, or conducting any hostile demonstration against her within a full marine league of neutral territory.

The Laird gunboat, or *No. 290*, as she is called, is about 1,000 tons burden and is represented to be a substantial and well-fitted vessel. Rear-Admiral Goldsborough can furnish you with other information respecting her.

After communicating with our vessels in the vicinity of Nassau, proceed to Port Royal, and report to Rear-Admiral Du Pont.

I am, respectfully, etc., your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain GUERT GANSEVOORT,
Commanding U. S. S. Adirondack, Hampton Roads, Va.

Order from the Secretary of the Navy to Captain Ganseroort, U. S. Navy commanding U. S. S. Adirondack, giving permission to coal at Port Royal, and mentioning that the gunboat 290 (Alabama) had sailed from Liverpool.

NAVY DEPARTMENT, *August 13, 1862.*

SIR: Since the instructions to you written this morning, it has occurred to the Department that your supply of coal may not last on the voyage. If you are of this opinion, you can touch at Port Royal, on the way to Nassau, to replenish your supply, and thence proceed in execution of your orders, unless Rear-Admiral Du Pont should deem it advisable to send some other steamer in place of the *Adirondack*.

The gunboat *290* sailed from Liverpool on the 29th ultimo. Please inform the Department, if it comes to your knowledge whilst at Nassau, that anthracite coal still arrives there from ports in the United States.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain GUERT GANSEVOORT,
Commanding U. S. S. Adirondack, Hampton Roads, Va.

Instructions of the Secretary of the Navy to flag-officers commanding squadrons and officers commanding cruisers, relative to the right of search.

NAVY DEPARTMENT, *August 18, 1862.*

SIR: Some recent occurrences in the capture of vessels, and matters pertaining to the blockade, render it necessary that there should be a recapitulation of the instructions heretofore from time to time given, and also of the restrictions and precautions to be observed by our squadrons and cruisers.

It is essential, in the remarkable contest now waging, that we should exercise great forbearance, with great firmness, and manifest to the

world that it is the intention of our Government, while asserting and maintaining our own rights, to respect and scrupulously regard the rights of others. It is in this view that the following instructions are explicitly given:

First. That you will exercise constant vigilance to prevent supplies of arms, munitions, and contraband of war from being conveyed to the insurgents, but that under no circumstances will you seize any vessel within the waters of a friendly nation.

Secondly. That, while diligently exercising the right of visitation on all suspected vessels, you are in no case authorized to chase and fire at a foreign vessel without showing your colors and giving her the customary preliminary notice of a desire to speak and visit her.

Thirdly. That when that visit is made, the vessel is not then to be seized without a search carefully made, so far as to render it reasonable to believe that she is engaged in carrying contraband of war for or to the insurgents, and to their ports directly or indirectly by transshipment, or otherwise violating the blockade; and that if, after visitation and search, it shall appear to your satisfaction that she is in good faith and without contraband, actually bound and passing from one friendly or so-called neutral port to another, and not bound or proceeding to or from a port in the possession of the insurgents, then she can not be lawfully seized.

Fourthly. That, to avoid difficulty and error in relation to papers which strictly belong to the captured vessel, and mails that are carried, or parcels under official seals, you will, in the words of the law, "preserve all the papers and writings found on board and transmit the whole of the originals unmutilated to the judge of the district to which such prize is ordered to proceed;" but official seals, or locks, or fastenings of foreign authorities, are in no case, nor on any pretext, to be broken, or parcels covered by them read by any naval authorities, but all bags or other things covering such parcels, and duly seized and fastened by foreign authorities, will be, in the discretion of the United States officer to whom they may come, delivered to the consul, commanding naval officer, or legation of the foreign government, to be opened, upon the understanding that whatever is contraband or important as evidence concerning the character of a captured vessel will be remitted to the prize court, or to the Secretary of State at Washington, or such sealed bag or parcels may be at once forwarded to this Department, to the end that the proper authorities of the foreign government may receive the same without delay.

You are specially informed that the fact that a suspicious vessel has been indicated to you as cruising in any limit which has been prescribed by this Department does not in any way authorize you to depart from the practice of the rules of visitation, search, and capture prescribed by the law of nations.

Very respectfully,

GIDEON WELLES,
Secretary of the Navy.

Letter from the collector of customs at Belfast to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, requiring immediate departure from port, and forbidding the purchase of stores.

CUSTOM HOUSE, *Belfast, August 19, 1862.*

SIR: The U. S. war steamer *Tuscarora*, under your command, having entered the port of Belfast on the evening of the 18th instant, I hereby

require the said ship to depart and to put to sea within twenty-four hours from the time of her entrance into the port aforesaid.

I have also to acquaint you that the *Tuscarora* can not be allowed, while in this port, to take in any stores or coal without special permission, she having already been coaled in a British port within three months.

I am, sir, your most obedient servant,

JOHN SHELBY,
Collector of Customs.

COMMANDER OF THE U. S. WAR STEAMER TUSCARORA.

Loss of the U. S. S. Adirondack, August 23, 1862.

Report of Rear-Admiral Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron, of the wreck of the U. S. S. Adirondack, and the piratical cruise of the steamer Oreto, enclosing further reports on both subjects.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., August 28, 1862.

SIR: It is with most painful feelings I have to inform the Department of the total loss of the splendid steamer *Adirondack*, on the northeast point of Little Bahama Bank, Man of War Cay. This intelligence was received this morning by the *Magnolia*, Lieutenant Commanding J. H. Spotts, who had fallen in with the *Adirondack* after she was wrecked. She ran on shore about 3:30 in the morning of the 23d of August, and Captain Gansevoort in a few hurried lines (a copy of which is enclosed) expresses his fears that the ship is a total loss, though he hopes to save most of her guns.

In addition to this painful news I have information that the *Oreto*, commanded by Maffitt, is now on a piratical cruise and aiming to intercept the U. S. mail steamer *Columbia*, due at Havana on the 1st of September. By the latest advices she was at Diana Cay, off Cardenas, in Cuban waters, but the captain-general of Cuba had sent orders that she should leave that position. I also understand that the Laird gunboat, or *290*, commanded by Bulloch, has also arrived at Nassau.

From the report of Lieutenant Commanding Spotts, a copy of which is enclosed, it is evident that Captain Gansevoort expresses some apprehensions that the rebel gunboats *Oreto* and *290*, hearing of his position, may take advantage of it and make them all prisoners.

It is true that the Queen's proclamation of neutrality has been constantly violated in the colonies of the Bahamas, the last and most glaring instance being the sham trial of the *Oreto*, which has been permitted to sail from the port of Nassau with a schooner almost in tow carrying her armament, and is now a pirate on the ocean. Yet I can scarcely bring myself to believe that such a gross violation of it, as apprehended by Captain Gansevoort, would be allowed by the British Government, but that, on the contrary, her cruisers would render every assistance.

In this crisis I am myself almost powerless. The *Keystone State* is, as I have informed the Department, on an outside cruise, and at this moment, when I am most anxious to send out for her and dispatch her to assistance of the *Adirondack*, I have not a vessel for this purpose. It is of the utmost importance that the Department should put at my command a fast steamer of light draft, such as the *Ben De Ford*, to be used solely as a dispatch vessel, by which I can at any moment communicate with any station of my squadron.

The *Canandaigua* is here undergoing some repairs to her engine, but I shall hurry her off in the morning, and the *Magnolia* also as soon as I can supply her with 50 tons of coal.

The Department is aware that the *Oreto* is not at this moment within the limits of my station, and I am quite sure Commodore Lardner will look out for her, as the enclosed paper will show.

Very respectfully, your obedient servant,

S. F. DU PONT,
Rear-Admiral, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

U. S. S. ADIRONDACK, *August 25, 1862.*

SIR: This vessel has unfortunately been wrecked on the northeast part of the Little Bahama Bank, Man of War Cay. My people are safe, and we have provisions for a few days. Please send a vessel to our assistance. In great haste,

Yours, very respectfully,

GUERT GANSEVOORT,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

In my judgment neither of the cruisers Captain Spotts has been in search of is fit to cope with the *Oreto*.

My complement is 216 persons. The ship is, I fear, a total loss; I may perhaps save her guns, except the XI-inch ones. They are overboard. We grounded at about 3:30 a. m., August 23.

GUERT GANSEVOORT,
Captain.

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U. S. S. MAGNOLIA,
Port Royal, August 28, 1862.

SIR: Enclosed you will find a copy of all instructions received from three different persons. My principal orders, however, were verbal, from Commodore Lardner, Consul-General [Shufeldt?], and Captain Gansevoort, and much left to my discretion. I am sorry that the port regulations are so strict that I can not communicate with you personally, and only have a few minutes to write you the most important [news, to send] by the health officer.

The consul-general at Havana received whilst I was in his office a communication from the captain-general of Cuba, stating that the *Oreto*, or *Florida*, commanded by Maffitt, had been ordered to leave Diana Cay; where he will go is not known. The consul thinks he will not go far, and is informed that it is her intention to intercept the mail steamer *Columbia*, which is due at Havana on the 1st.

I didn't find but one steamer of the Eastern Gulf Squadron to send after the *Oreto*. After falling in with the *Adirondack* at Man of War Cay, eastern point of Little Bahama, found that she had run on shore at 4 o'clock on Saturday morning last, was badly bilged, and would be a perfect wreck, except the guns and a few other articles. The water was up to his berth deck, nearly all the officers and crew on a cay about 9 miles from the vessel, but there is a cay within a mile of the ship.

He has buoyed and thrown overboard his two heavy guns. Would save all for the Government he could.

Captain Gansevoort wished me to inform you that he saw the *Oreto* at Nassau, and that the vessels which I was ordered to send in pursuit of her were not a match for her, and would request that I would inform you of the fact; also that the information I gave him that the C. S. *290*, Commander Bulloch, had arrived at Nassau, and that it was possible, knowing his helpless condition, that some fears were entertained in regard to him. After consulting with Captain Gansevoort and receiving his order, I considered it my duty to proceed with all possible dispatch and communicate with you, for doing which I have expended a large amount of coal, forcing her to extreme speed. I have only two days' coal on board. My orders were to proceed to Key West, after searching for the *Santiago de Cuba*, *Cuyler*, and *Penguin*, with all possible dispatch. I will require about 50 tons of coal. I doubt if I can take it in at my present anchorage, as this steamer rolls her guards under at present. Will you make any arrangement by which I can get my coal and proceed to sea without delay, or inform me of the fact at your earliest convenience? I hope, sir, you will excuse the hurried manner in which I have written this communication, but have endeavored to explain matters as well as possible within such limited time.

I am, sir, very respectfully, your obedient servant,

J. H. SPOTTS,
Lieutenant, Commanding.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Blockading Squadron.

[Subenclosures.]

FLAGSHIP ST. LAWRENCE,
Key West, August 22, 1862.

SIR: I am informed by the consul-general at Havana (several copies of his letters are enclosed with this) that the steamer *Oreto*, commanded by Maffitt, has sailed from Nassau on a piratical cruise, and is now probably at Cardenas. You will therefore do your utmost to hasten the repairs of your engine and proceed with all dispatch to Havana and communicate with Mr. Shufeldt. You will then communicate with our ships near the Providence Channel or go at once to Cardenas, as you may judge most expedient. Much must be left to your zeal and judgment.

I am, respectfully, your obedient servant,

J. L. LARDNER,
Commodore, Commanding Eastern Gulf Squadron.

Lieutenant Commanding JAS. H. SPOTTS,
U. S. S. Magnolia.

U. S. CONSULATE-GENERAL,
Havana, August 24, 1862.

SIR: From information received from Cardenas, the rebel steamer *Oreto*, or *Florida*, is still lying at Cay Diana, about 12 miles from the town of Cardenas, in Cuban waters. Please to go to sea immediately and notify our cruisers that they proceed to Cardenas to look after that ship, and prevent her by all means from getting to sea. She is commanded by ex-Lieutenant Maffitt, is said to be very fast, armed with 6 rifled guns, but very short of crew. I beg to remind you that

the U. S. mail steamer *Columbia* will be due here on the 1st or 2d proximo. It is possible the object of the *Florida* is to capture the *Columbia*.

I am, sir, respectfully, your obedient servant,

R. W. SHUFELDT,
Consul-General.

Lieutenant Commanding SPOTTS,
U. S. S. Magnolia, present.

U. S. S. ADIRONDACK.

SIR: After cruising in search of the cruisers you were sent to find by Flag-Officer Lardner, such reasonable time as in your judgment is proper for you to do so, proceed with the *Magnolia* to Port Royal, S. C., and report to Admiral Du Pont the condition of this ship, delivering to him the accompanying dispatch, with the request that he will send such vessel to her assistance as he may think fit.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,
Captain.

Commander JAS. H. SPOTTS, U. S. Navy,
Commanding U. S. S. Magnolia.

Letter from Rear-Admiral Du Pont, U. S. Navy, commanding South Atlantic Blockading Squadron, to the Secretary of the Navy, transmitting reports of the loss of the U. S. S. Adirondack from the officers of that vessel.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 8, 1862.

SIR: In my communication of the 5th instant I informed the Department of the return to this port of the *Canandaigua* with the officers and crew of the *Adirondack*.

I have now the honor to enclose to the Department Captain Gansevoort's detailed report of the loss of his ship, with a copy of that of the officer who had charge of the chronometers and kept the reckoning; also a copy of my letter in acknowledging Captain Gansevoort's report to me, and an application from Captain Gansevoort for a court of inquiry.

These papers contain all the material facts in the case for the consideration of the Department.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

Report of Captain Gansevoort, U. S. Navy, commanding U. S. S. Adirondack, of the wreck of that vessel.

U. S. S. CANANDAIGUA,
Harbor of Port Royal, S. C., September 5, 1862.

SIR: I regret to have to report to you the loss of the U. S. steam sloop of war *Adirondack*, lately under my command. After leaving Port Royal in obedience to your order of August, 1862, to carry out a previous order from the Navy Department, I proceeded in the *Adirondack* on the duty thereby assigned to me. Everything went well until Saturday, August 23, when, at about 5 minutes before 4 a. m., the ship

struck upon the reef just outside of the Man of War Cay, of the Little Bahama Bank group. The very first thump she gave, the engine became disabled and could not be used. I at once resorted to the usual means to save her. Our stream anchor was carried out astern, but came home. The ship was lightened to the greatest extent possible under the circumstances. Soon after she struck, a large force of wreckers came out to our assistance. I had no boat that would carry out a bower anchor, and endeavored at first to hire, and did hire, a wrecking schooner for that purpose, but the owners refused to keep their agreement.

After several contracts had been made and broken, upon various pretenses, I finally, at about 2 p. m., succeeded in getting the anchor out by the use of a schooner I had to buy at an exorbitant price, but during the time that had been lost the ship had so strained herself as to be leaking badly. Every effort had been meanwhile made to lighten her. Early in the day she had been relieved of the XI-inch guns, and large gangs of men had been engaged in throwing overboard coal, and taking provisions and other articles to the wrecking fleet inside the reef and heaving at the capstan. All efforts, however, to save her proved unavailing, and at about 6 p. m. both cables parted, the ship bilged, with her back broken and keel forced up under engine-room floor nearly to a right angle. At dark, further effort being useless, I sent my officers and crew, except a few who remained with me on board the ship, to the wrecking fleet for safety. I remained on board until Tuesday, the 26th, with part of my officers and crew, doing what I could to save the Government property, and then left her under charge of a wreck master, whom I appointed under the wrecking laws of the Bahamas.

Immediately after the ship struck I dispatched a boat, under charge of Midshipman Haswell, to Nassau to communicate with the U. S. consul there, state our condition, and procure assistance. Shortly after a second message was sent by a schooner, which passed on her way to Nassau from New York.

Head winds entirely prevented the boat from going farther than the Hole in the Wall, and so delayed the schooner that the consul did not receive my letter until Tuesday morning, August 26, too late to enable him to help us. He immediately chartered the large side-wheel steamer *Pacific*, but her owners afterwards broke their agreement. The consul himself came up to see me, but before his arrival the ship was beyond the hope of safety, and nothing remained to be done except to make arrangements concerning the Government property which had been saved and sent to Nassau.

Nearly all of it has subsequently gone there, consigned to Messrs. T. Darling & Co., an American house, to be held and disposed of as the Department may direct.

On Monday, August 25, the U. S. S. *Magnolia* came in sight, and after communicating with Commander Spotts I decided to send her off, first to carry out the orders of Flag Officer Lardner, and then communicate to you our condition. The *Magnolia* brought the news of the escape of the *Oreto* from Nassau. I judged it expedient to spike and otherwise mutilate the guns remaining on board and threw them overboard and destroyed their carriages, saving only such parts of them as are particularly the ordnance stores, such as composition locks and eccentric rollers, sights, etc. I saved the 24-pounder howitzers and the boat gun, a light 12-pounder, with their carriages. As all the property was saved through the wreckers' efforts, combined with our own, they have their claim for salvage. I came to an agreement with

them in reference to salvage upon provisions, ordnance stores, undamaged powder, and tanks and instruments, and drew upon Messrs. T. Darling & Co. for the amount. It became necessary to hire vessels to keep these articles on board, and so I have hired two and have settled the bills for their use in the usual way.

I stated above that I had to purchase a vessel to carry out the anchor. The price demanded was $2,500. I subsequently arranged with her owners to cancel the agreement of purchase and take $625 for her use, which they did.

On the 1st of September the *Canandaigua* made her appearance, and Captain Green communicated with me, and on the next day I and my officers and crew came on board. It was my purpose to have brought all the provisions, ordnance stores, and instruments and boats away in this vessel. Upon consulting with Captain Green, however, I judged it expedient to send all but arms, ammunition and tanks, howitzers, and instruments to Nassau.

I take this opportunity to commend the coolness, obedience, and attention to duties of all my officers and crew. I could not have expected or desired better conduct than all have displayed under all the trying circumstances that the ship's loss has occasioned, either while they remained on board or since they went on shore.

I attribute the loss of the ship to a mistake of the calculations of the first lieutenant, who navigated the ship, and to a westerly current, and I respectfully refer you to his report to me on the subject, a copy of which is herewith enclosed.

Mr. Parker is an excellent officer and an able navigator, and never to my knowledge made any mistake in his calculations for determining the position of the ship, previous to the 23d. I herewith enclose my application to the honorable Secretary of the Navy for a court of enquiry on the loss of the *Adirondack*, which I beg you will do me the kindness to forward by the first mail, and further to request that you may send me and such officers as may be necessary to a full investigation north, at your earliest convenience.

I need not say to you, sir, who has known me so long and so well, how deeply I feel the loss of the ship.

Very respectfully, your obedient servant,

GUERT GANSEVOORT,
Captain.

Rear-Admiral S. F. DU PONT,
Commanding South Atlantic Squadron.

Report of Acting Lieutenant Parker, U. S. Navy, executive officer, U. S. S. Adirondack of the wreck of that vessel.

U. S. S. CANANDAIGUA,
At Sea, September 5, 1862.

SIR: I have the honor to submit the following statement concerning the navigation of the *Adirondack* for the twenty-four hours previous to her wreck. She went on shore near Man of War Cay, in about latitude 26° 38′ N., longitude 76° 54′ W., on Saturday, August 23, 1862, at about 3:55 a. m. I take this position from the chart. The observations on the day preceding (Friday, 22) were good. I had a morning sight at about 7:30 a. m. for longitude and a good meridian altitude. The longitude by chronometer worked up to meridian was 77° 47′ W.; the latitude 27° 47′ N. Midshipman Haswell took observations at both morning and noon, and his results were, with slight difference, the same as

my own. At about 4:40 p. m. I took an observation for longitude, which, when worked back to meridian, gave longitude 77° 59′ 45″, or nearly thirteen minutes different from that given by my morning sight. Midshipman Haswell had taken an afternoon sight also at 4:40 p. m. Not being satisfied with the result of my sight, I worked out his, and the longitude I found by his sight, when worked back to noon, gave 77° 49′ W., a result differing only two minutes from the morning's observations. I at once concluded that some error had been made in my observation, either in marking time or in reading sextant, and therefore accepted the result deduced from Mr. Haswell's observation, rejecting my own. When I came to you at 8 p. m. with the dead reckoning, I gave you latitude 27° 13′ N., longitude 77° 09′ W. We together shaped the courses to be steered during the night as follows: The course at 8:30 p. m. was changed from S. E. by E. ½ E. to S. E. by E. Forty miles were to be run upon the course S. E. by E., counting from 8 o'clock. Then the course was to be changed to S. by E. and the ship run until broad daylight, when this last-mentioned course was to be changed for one that would carry us down to the Hole in the Wall.

Since the loss of the ship I have discovered that in working out Mr. Haswell's sight I made an error, and that if I had correctly worked that sight it would have given me the same result within thirty seconds as my own did. I have carefully laid down upon the accompanying chart the courses and distances you directed to be made, both from the incorrect position I gave you at 8 p. m. and that which was correct. I have marked the incorrect one A, 8 p. m., the correct one B, 8 p. m. A glance at the chart will show that if the courses directed were steered, they would in either case have carried us well clear of the land. I believe they were steered. I gave the officer of the deck at 8:30 p. m. a slip of paper with the courses and distances upon it, to be passed along through the night to those who followed him. The log slate, however, shows that at midnight the course was changed to S. E. by S. Even if this were so, the ship ought to have taken the direction of the dotted lines.

I attribute our disaster, therefore, to a strong northward and westward current of rather more than 1 knot per hour, a current not indicated by the charts nor by our previous experience in the neighborhood. I would add that since we came on board the *Canandaigua* I have compared our chronometer with hers, and find ours to differ twenty-six seconds (or 6′ 30″ of longitude), our chronometer being slow. This difference placed us apparently farther to the eastward than we really were. Whether the rate and error of our chronometer are the result of rough treatment since the wreck or not, it would be hard to tell. All care possible has been taken of it.

Very respectfully, your obedient servant,

JAMES PARKER,
Acting Lieutenant and Executive Officer.

Captain GUERT GANSEVOORT, U. S. Navy.

Report of Captain Green, U. S. Navy, commanding U. S. S. Canandaigua, of the reception on board that vessel of the officers, crew, and public property from the U. S. S. Adirondack.

U. S. S. CANANDAIGUA,
Port Royal, September 5, 1862.

SIR: I have respectfully to report that, in obedience to your order of the 29th ultimo, I sailed from this port on the day of its receipt, and proceeded to Man of War Cay, east point of Abaco, off which cay I

arrived on the 1st instant, at 9 a. m., and discovered the wreck of the *Adirondack* on fire on a reef near that cay, surrounded by wreckers. I immediately dispatched an officer, with a copy of your orders to me, to Captain Gansevoort, who on his return informed me that Captain Gansevoort would be ready to embark his officers, crew, and such public property saved from the *Adirondack* on board the *Canandaigua* as I could receive; also, that complete arrangements had been made with a wrecking master, whom he had appointed agreeably to law, and our consul at Nassau, to take charge of all public property already or that might hereafter be saved from the wreck.

Accordingly, on the afternoon of the 2d instant, Captain Gansevoort, with his officers, crew, and as many articles saved from the *Adirondack* as I could stow without seriously impairing the efficiency of my vessel, were received on board, consisting of small arms and accouterments, ammunition, powder, tanks, howitzers, nautical instruments, books, etc., when at 6 p. m. I steamed for this port and arrived on the 5th instant.

I am, very respectfully, your obedient servant,

J. F. GREEN,
Captain.

Rear-Admiral S. F. DU PONT,
Comdg. South Atlantic Blockading Squadron, Port Royal, S. C.

Letter from Acting Rear-Admiral Du Pont, U. S. Navy, to Captain Gansevoort, U. S. Navy, late commanding U. S. S. Adirondack, expressing the opinion that the loss of that vessel was due to no lack of vigilance on the part of the latter officer.

FLAGSHIP WABASH,
Port Royal Harbor, S. C., September 7, 1862.

SIR: I have received your report, giving in detail the circumstances attending the loss of the *Adirondack* on Man of War Cay of the Little Bahama Bank. It is marked by great clearness and frankness of statement. I have also gone over the charts with Acting Lieutenant James Parker, the officer who was charged with the navigation of the ship, and have been equally struck with his scrupulous candor in reference to his observations, courses steered, and general statements.

Without desiring to anticipate any judgment which a court of inquiry, that you have so promptly asked for, might give on a more thorough examination, I deem it my duty to you and but an act of simple justice, as your immediate commanding officer, to state that I can discover no want of vigilance on your part; on the contrary, having shown all reasonable caution by twice adopting a course calculated to carry you further off the land than the one proposed. After the sad catastrophe occurred, you did all that I fully looked for from the energy and manliness of your character and skill as a seaman. Your report to me, that of Lieutenant Parker to you, your application to the Department for a court of inquiry on the loss of the *Adirondack*, will all go forward to the honorable Secretary of the Navy by the U. S. S. *Massachusetts*, Commander Cooper, who will receive you and such of your crew and officers as I do not retain on the station for a passage to New York.

Respectfully, etc.,

S. F. DU PONT,
Rear-Admiral.

Captain G. GANSEVOORT, U. S. Navy.

Letter from the U. S. consul at Nassau, New Providence, to the Secretary of the Navy, regarding the wreck of the U. S. S. Adirondack.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
September 3, 1862.

SIR: I have the honor to inform you that on the 26th August, I received a note from Captain Gansevoort (a copy, No. 1, of which I enclose) informing me of the stranding of the U. S. S. *Adirondack* at Elbow Cay, off the island of Abaco, one of the most dangerous reefs of the Bahamas.

I at once applied to Captain Embleton, of the British steamer *Pacific*, a powerful side-wheel ship lying in this port, and engaged him to proceed with me to the scene of disaster without delay, which he agreed to do on a charter of £200 ($960) per diem. Although I considered the terms very exorbitant, I acceded to them, as there was no other available help in this port. Shortly after Captain Embleton and his purser, Mr. Douglas, called at this consulate and said that Hy. Adderly & Co., and Mr. Lafitte, agents of the Confederate States of America, had some claims on the cargo remaining on board of the *Pacific*, and that they had entered a stringent protest against their proceeding with the ship "to the assistance of any United States vessel." I at once chartered one of the largest and fleetest schooners in port, the *Star of the East*, Captain Evans, with 15 men, for $100, and proceeded to the wreck, which I reached on the afternoon of Wednesday, August 27.

I found the late noble ship a complete wreck, the stores and materials having been removed into the harbor, where I soon joined Captain Gansevoort and his officers. The crew had been comfortably bestowed on shore under spacious tents, and were under the best discipline, and in good health. Several cargoes of materials saved from the wreck—rigging, blocks, brass and copper fixtures, mostly belonging to the engine—were sent forward to Nassau on the 28th August, which I consigned to T. Darling & Co., an American house; and as Mr. Darling was known to me as a citizen of high influence here, and, more than all, as a truly loyal man to the U. S. Government, I felt satisfied that its best interests would be subserved by this arrangement.

I remained at the wreck until Sunday, the 31st August, when I returned to Nassau, and on the 1st September I proceeded to view the materials landed here from the wrecking schooners. They had been stored in the bonded warehouse, and I found a great quantity of heavy brass and copper fixtures, belonging to the engineer department, which are almost all uninjured and of great value, and which only could be sold at auction here for old metal at a great sacrifice. These articles, together with a lot of new sails, unbroached [*sic*] cordage, and two fine manila hawsers, I have determined to hold until I receive advices from the Department.

The purser's stores of flannel and jackets, new canvas, etc., being all wet and daily depreciating in value, I have directed Mr. Darling to sell at once, together with the short pieces of outrigging, which is of value only as junk.

I can not close this dispatch without bearing cheerful testimony to the admirable conduct of Captain Gansevoort, his first lieutenant, Mr. Parker, and, in fact, of all the officers and crew in this trying emergency. The most consummate seamanship and the most perfect navigation are often at fault among the treacherous currents of the Bahama reefs, and I hope to hear that the efficient officers and seamen of the

noble ship, so disastrously wrecked at this important juncture, will soon be actively and usefully employed in their country's service.

Nor should I neglect to apprise you of the noble conduct of Captain Charles J. F. Ewart, of H. B. M. S. *Melpomene*, who, on learning from me of the disaster, proceeded at once to the wreck to render what assistance might be required. Governor Bayley also proffered his services in any manner in which they might avail, and I am glad to herald these kindnesses as an offset to the jubilant expressions of the populace here at this disaster to a national vessel.

I have the honor to be, sir, very respectfully, your obedient servant,

SAMUEL WHITING,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary of the Navy, etc.

[Enclosure.]

U. S. S. ADIRONDACK,
On Bahama Reef, August 23, 1862.

Sir: Send up to us a steamer immediately. We are ashore. Don't delay. Charter her at once. The sea is smooth and we hope to escape.

Yours, truly,

GUERT GANSEVOORT,
Captain.

Captain WHITING,
U. S. Consul at Nassau.

Letter from the Secretary of the Navy to the U. S. consul at Nassau, New Providence, expressing thanks for prompt aid rendered by British officials in the matter of the wreck of the U. S. S. Adirondack.

NAVY DEPARTMENT, *September 29, 1862.*

I have received your dispatch of the 3d instant in reference to the loss of the U. S. steam sloop *Adirondack*. Permit me to tender to you the thanks of the Department for your prompt action and assistance on the occasion of the disaster.

I shall request the Secretary of State to express through the British minister at Washington the acknowledgments of this Department to Captain [C.] J. F. Ewart, of H. B. M. S. *Melpomene*, for proceeding to the wreck to render aid, and to Governor Bayley for his proffered services. You will please ship the articles now in store at Nassau, which were saved from the wreck, to the commandant of the navy yard at New York, Rear-Admiral H. Paulding, by the earliest favorable opportunity.

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

SAMUEL WHITING,
U. S. Consul, Nassau, New Providence.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of search for the Confederate steamer 290 (Alabama), enclosing correspondence with British authorities in Plymouth Sound, regarding repairs.

U. S. STEAM SLOOP TUSCARORA,
Plymouth Sound, August 25, 1862.

SIR: I have the honor to state that my communication of August 4 will have informed you of the ill success of my search for the rebel

steamer *290*. Subsequent to the date of my letter, I received information that the pirate was still supposed to be in the North Channel. I at once went to the Isle of Man (a probable point indicated to me), but could have no tidings of her. Being short of coal, and on that account crippled and anxious, I was delayed several days, but at length having procured a supply, I proceeded into the mouth of the Clyde, and from there examined the coast as far as the Solway, without any intelligence of the pirate steamer. Returning I touch at Kingstown to communicate with the legation and to appoint Falmouth as the place for the delivery of my mails. I arrived at Falmouth on the afternoon of 23d instant, en route for Gibraltar Bay, but there received your letter of August 1, which changed my plans. I at once sent a copy of your letter to Mr. Adams, and as the ship requires calking immediately, I came to-day to this place to have that work done, but here am met by a notice from Admiral Stewart, that "I must formally ask permission to calk ship." This humiliation I peremptorily refused, saying, "I would ask no favors of the British admiralty." The admiral then said he would telegraph for authority for me to make my repairs "in the sound." The reply is a refusal, a copy of which I enclose.

I have not yet received from Mr. Adams a reply to my letter of 23d; if he writes me to remain about here I must first go to some port where the ship can be properly calked. The coal business I can regulate.

My situation on this coast, sir, is the most trying to which I have ever been subjected. To tell you of the petty annoyances to which I have been exposed would occupy too much of your time and attention. The evident desire has been to drive me from the coast. I have to the best of my ability endeavored to "keep the peace," but these people do not appreciate nor comprehend that courtesy which exists among gentlemen.

I enclose you copies of the letter of Admiral Stewart, and of my reply, as also a memorandum of my interview with him, in which he exhibits the animus under which his Govenment acts.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

ROYAL ADELAIDE,
In Hamoaze, August 25, 1862.

SIR: Having submitted your request to be permitted to remain in Plymouth Sound to enable you to have the *Tuscarora* calked, I beg to acquaint you that their lordships have informed me "the *Tuscarora* can not be permitted to be calked in the sound," but that if you make a formal application for the same through your minister, you may await the reply in the sound, with the understanding that you do not receive coal or anything beyond the daily supplies necessary for the crew.

I have the honor to be, sir, your most obedient servant,

HOUSTON STEWART,
Vice-Admiral.

Captain CRAVEN,
U. S. War Steamer Tuscarora.

COPY OF MEMORANDUM.

AUGUST 25, 1862.

At noon this day I anchored the *Tuscarora* in Plymouth Sound. After having received the usual visits of etiquette, I, at 4:30 p. m., called on the admiral, Sir Houston Stewart. In the course of conversation with him I stated that "I wished to calk the ship here." He replied that Captain [W. K.] Hall had so informed him by telegraph from Falmouth; that he had communicated the same to the admiralty, and the reply was, "Captain Craven must make application through the U. S. minister for permission to repair." I replied, "I would do no such thing; I would ask no favor nor indulgence; it was my right to repair." The admiral said he had "no authority to permit me to go into the harbor without permission from the admiralty." I replied, "I did not wish to enter the harbor because it involved the necessity of taking out my powder, which I did not wish to part with." "Oh," said he, "if that is all, and you can calk in the sound, I will telegraph to that effect."

He then wrote a telegram as follows: "Captain Craven has just called on me; he does not wish to enter the harbor; can calk in the sound in two days; can he do so?" This message was sent at 5 p. m. and at 6:30 I received a refusal. (Copy furnished.)

In the course of conversation Sir Houston Stewart said that his Government wished to be neutral. I replied that was all we asked. He answered, "You are only lying about here to watch for a chance to pick up some vessel of what you call rebels." I answered, "I was cruising to protect our commerce." To my astonishment he said, "You have no commerce here." I interrupted him by saying, "We have as much commerce in the British Channel as you have."

He also had the bad taste to say that his Government regretted to see us all cutting each other's throats. I answered that that had nothing to do with my interview with him.

T. AUGS. CRAVEN,
Commander, U. S. Navy.

U. S. STEAM SLOOP TUSCARORA,
Plymouth Sound, August 25, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this evening. I can discover no clause in the order of 31st of January, 1861, issued by Earl Russell, requiring me to ask permission to effect necessary repairs, nor do I feel disposed to ask any indulgencies of the admiralty.

I came to this port in good faith to have my work done expeditiously, and not doubting my ability to do it here I have permitted the second master (Stannard) to go to Southampton to be absent until Wednesday at 4 p. m. He left the ship at Falmouth. I have telegraphed him to "return without delay." As soon as he arrives I will put to sea, and in some other port seek those courtesies which are usually extended to the ships of nations between which exist relations of peace and amity.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander, U. S. Navy.

Vice-Admiral Sir HOUSTON STEWART,

Order of Rear-Admiral Goldsborough, U. S. Navy, commanding North Atlantic Blockading Squadron, to Captain McKinstry, U. S. Navy, commanding U. S. S. Dacotah, to cruise in search of steamers Oreto and 290.

U. S. FLAGSHIP MINNESOTA,
Norfolk, Va., September 4, 1862.

SIR: Proceed immediately with the U. S. S. *Dacotah* direct to Nassau in pursuit of privateers *290* and *Oreto*, descriptions of which vessels you will find among the accompanying printed papers. Afterwards you will proceed to Key West and report to Commodore James L. Lardner for duty in the squadron under his command.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Rear-Admiral.

Captain J. P. MCKINSTRY,
Commanding Dacotah, Newport News, Va.

(Same to Commander Woodhull, commanding the U. S. S. *Cimarron.*)

Escape of the C. S. S. Florida (Oreto) into Mobile Bay, September 4, 1862.

Report of Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron, enclosing reports of Commander Preble, U. S. Navy, commanding U. S. S. Oneida.

FLAGSHIP HARTFORD,
Pensacola Bay, September 8, 1862.

SIR: I regret to be compelled again to make another mortifying acknowledgment of apparent neglect, viz, the running of the blockade at Mobile by a 10-gun gunboat, supposed to be the Laird's gunboat, Captain Bulloch. You will perceive, however, from Captain Preble's report, herewith enclosed, that there was no want of vigilance. They saw her in good time, and were alongside in good time, but failed to sink or capture her. Why Captain Preble did not fire into her after she failed to stop or answer his hail, I can not imagine. The commander of the *Rachel Seaman* says, and I believe they all admit, that there never was a finer opportunity for stopping a vessel, until she passed them; then, however, when it was too late, they commenced firing—the *Oneida* first, the *Winona* next, and the *Rachel Seaman* last. They all say that they struck her, but she kept her course; she hauled down the English colors as soon as they commenced firing at her, but hoisted no others; she appeared to have a small crew, only enough to bring her out, but if she is the Laird's gunboat she draws too much water to go up the bay, and will therefore have to take her chance with the forts. The passing of the blockade was owing to two things—first, not firing at her in time when she was so close that they could not miss her; second, bad firing.

They have now three 10-gun gunboats in Mobile, and will require a large force to blockade them, and I think it will be cheaper to run the forts if I can secure an outlet through Grant's Pass.

I will soon have my vessels in condition to try it.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

Report of Commander Preble, U. S. Navy, commanding U. S. S. Oneida, of the escape of the C. S. S. Florida (Oreto) into Mobile Bay, Alabama.

U. S. SLOOP ONEIDA,
Off Mobile, September 4, 1862.

SIR: I regret having to inform you that a 3-masted screw steamer, bearing an English red ensign and pennant, and carrying four quarter boats and a battery of six or eight broadside guns and one or two pivots, and having every appearance of an English man-of-war, ran the blockade this afternoon under the following circumstances:

I had sent the *Winona* to the westward to speak a schooner standing in under sail, when the smoke of a steamer was discovered bearing about southeast, and standing directly for us. Observing that she was burning black smoke, I immediately got the *Oneida* underway and stood toward her, signaling to the *Winona* to "chase at discretion." We soon neared the stranger in company with the *Winona*, who, as we approached him, gradually hauled to the northward and westward. When abeam of him, about 100 yards distant, I hailed him, but receiving no answer I fired a shot across his bows. He ranged ahead without stopping, but still thinking him an English man-of-war, I fired two more shots across his bows, and then directed a shot at him, which unfortunately went over between his fore and main masts. He soon hauled down his flag and trained his guns to bear on us, but having no flag to fight under did not fire. We continued firing at him, assisted by the *Winona* and one of the mortar schooners, but he made sail, and by his superior speed and unparalleled audacity managed to escape. We sent our shot and shell all around and over him, and are certain that several of our shots and the *Winona's* struck him. The *Cayuga* was to the westward of the port, and not in signal distance.

The *Cuba* is loaded and ready to run the blockade, and I beg leave to suggest the necessity of more vessels on this station, as the few here now frequently have to be scattered and sent in chase of the numerous vessels that appear in sight.

With great mortification, I am, very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
Flagship Hartford, Pensacola.

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Abstract of log of U. S. S. Oneida, Commander George H. Preble, September 4, 1862.

September 1.—Bearings from first anchorage, Mobile Point light, N. by W. ¼ W., Sand Island light, N. W. ¼ W. At 2 p. m. a sail reported bearing S. S. W. At 3:35 made a sail bearing S. S. E.; during the watch two rebel steamers cruising around between the forts. At 4:10 made signal to the *Winona*, 1073. At 4:25 fired the howitzer. At 5:05 a sail reported bearing S. ¼ E. At 5:15 made signal to *Winona*, 282. At 5:30 got underway and stood for the strange steamer. At 5:45 went to quarters; discovered her to be a barkentine-rigged steamer with English pennant and ensign flying, carrying eight broadside and one or two pivot guns; had the appearance of a man-of-war. At 6 fired a shot

across her bows, which passed unnoticed; two more were also fired across her bows, but failed to bring her to. At 6:03 fired into her with starboard battery and both pivot guns. At 6:05 she hauled down the English ensign. At 6:10 she set her topsail and topgallant sail. The gunboat *Winona* and mortar schooner opened fire immediately after we did. The enemy trained his guns on us, but did not fire. At 6:27 ceased firing, being in 3 fathoms water and the darkness rendering landmarks invisible. Fired from forward XI-inch gun 5 shells (5 seconds) and 1 shrapnel; after XI-inch gun, 5 shells (5 seconds), 2 of 10 seconds, and 1 shrapnel; forward pivot rifle, 12 Dahlgren bolts and 1 Schenkl shell; starboard broadside 32-pounder, 1 shell (5 seconds); howitzer, 1 canister. At 6:45 stood for our anchorage.

Letter from Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron, to Commander Preble, U. S. Navy, commanding U. S. S. Oneida.

FLAGSHIP HARTFORD,
Pensacola Bay, September 5, 1862.

SIR: I am very much pained to hear of the passage into Mobile Bay of gunboat *No. 290.* [Error; this vessel was the *Florida.*] You should have fired but one blank cartridge or shot to heave the vessel to; the others should have been fired into her.

Very respectfully, etc.,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

Commander GEO. H. PREBLE,
Senior Naval Officer.

Second report of Commander Preble, U. S. Navy, commanding U. S. S. Oneida, regarding the escape of the C. S. S. Florida (Oreto) into Mobile Bay, Alabama.

U. S. SLOOP ONEIDA,
Off Mobile, September 6, 1862.

SIR: As in your letter of the 5th instant you seem to censure my having fired more than one shot across the bow of the gunboat *290*, the supposed English man-of-war which ran the blockade on the 4th instant, justice to myself urges me to explain that from the time of the first shot being fired across her bows to the fourth shot, which was fired at but unfortunately went over her, was, according to my clerk, who took minutes of the time, only three minutes, and a third shot was fired at her forefoot. She hauled down her colors five minutes after the first shot. As she did not stop her engines I took no heed of it, but continued my fire on her. Most of our shot struck the water just inside of her, and ricochetted over between her masts and pipes. Two of our shells seemed to burst over her in passing. The confident boldness with which she stood toward us, and within hail, helped her deception. My impression is, thinking us one of the gunboats, the intention was to engage us, but on discovering our force the men were sent below, out of harm's way. They at first trained their battery on us, so our "masthead lookout" reported, and afterwards only three men remained on deck, and they failed to get the sheets home of the sails loosed. Had I been officially or unofficially, in any way, informed that a man-of-war steamer was expected or on the ocean I would have known her true character and could have run her down.

One of our boilers had been under repairs all the morning, and when we got underway we had full steam only on one boiler, and were raising it on the other, and could not immediately get up full speed. A mile or so of distance, and a few minutes more of daylight, and she must have been ours.

I ran the *Oneida* into 3 fathoms, when, as no landmarks could be seen, I was obliged to haul off. The rebel went over the shoal water near the southeast breaker head, where we could not follow, and was in the main ship channel and covered by the guns of the forts within half an hour after our first shot at him.

Her forward pivot gun was trained to bear upon us, and the boatswain, who saw it from aloft, says it is a heavy gun—he should say a 10-inch, probably a heavy rifle. Her broadside guns look to me like English 32-pounders, of 42 cwt.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding West Gulf Blockading Squadron,
Flagship Hartford, Pensacola.

Letter from the Secretary of the Navy to Commander Preble, commanding U. S. S. Oneida, dismissing him from the U. S. Navy.

NAVY DEPARTMENT, *September 20, 1862.*

SIR: Rear-Admiral Farragut has transmitted to the Department your letter addressed to him on the 4th instant, in which you report that on the afternoon of that day a vessel "carrying four quarter boats and a battery of eight broadside guns, one or two pivots, and having every appearance of an English man-of-war, ran the blockade," and of her approach you had abundant notice, and when abeam of her, about 100 yards distant, you hailed her, fired repeatedly across her bow, over and at her, but she managed, by "superior speed and unparalleled audacity" to enter the harbor of Mobile. Upon submitting your letter to the President, I received from him prompt directions to announce to you your dismissal from the service. You will from this date cease to be regarded as an officer of the Navy of the United States.

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

GEORGE H. PREBLE,
Late commander, U. S. Navy, West Gulf Blockading Squadron.

Letter from G. H. Preble, late commander, U. S. Navy, to Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron, requesting a court of enquiry.

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 8, 1862.

SIR: Unseen and unheard, while engaged on distant service, I learn from the columns of a newspaper that my name has been struck from the rolls of the Navy, after twenty-seven years' honorable servitude, for

alleged negligence in allowing the *Ordo* to escape into Mobile Bay on the afternoon of the 4th of September. This injustice to me, as I feel assured you will consider it, has been done mainly, and I think unintentionally, on your part, from the impression produced by your letter of the 8th ultimo to the Navy Department, forwarding my first hasty and incomplete report of that occurrence. I judge so, because that letter and my report are to be spread upon the log books and read to the assembled crews to account for the general order that follows. My report was written hurriedly and sent off a few minutes after the affair by the *Winona*, which vessel I dispatched at once to Pensacola with the intelligence, leaving it to her commander to inform you of all the particulars, of which he was fully cognizant. He afterwards informed me he rendered a full account. I also sent by him the gunner's statement of shot and shell expended by this vessel, not having had time to incorporate it in my report.

The two concluding paragraphs in my report, I notice, are omitted in the printed letter. Though perhaps of but little import as bearing upon the question at issue, if I am to be judged by my report I should like to have the whole of it, and not an imperfect copy, spread upon the log books of the Navy.

You say in your letter to the Secretary of the Navy, you "have again to make another mortifying acknowledgment of apparent neglect." I know nothing of the former occasion referred to, but may I ask was my neglect so "apparent," when, as you say lower down, "there was no want of vigilance." I can not believe that yourself or anyone can suppose or imagine that any officer would not do his utmost, under the circumstances that followed, to pursue and capture his flying enemy, a rich and honorable prize. You next say, "Why Captain Preble did not fire into her after she failed to stop or answer his hail, I can not imagine."

My report shows that I did fire at her, and into her, immediately afterwards, and the gunner's report will show how often; we have since learned from rebel sources with some effect. All together over fifty shot and shell were fired at her in the half hour's chase by the three vessels, of which thirty-five were from this vessel.

I gave credit to the commanding officer of the *Rachel Seamen* (whose appearance was quite unexpected) for his good conduct in firing at the steamer three or four shots, and for his judgment in tacking off shore when he was likely to interfere with our chase. I also requested the commander of the *Winona* to verbally report his not hoisting his colors when chased and boarded by that vessel shortly before, and for not having them hoisted while he was firing at the enemy. Though his conduct was praiseworthy, I can not think you are justified in giving his opinion to the Department, "that there never was a finer opportunity for stopping a vessel, etc.," without first asking from me a full report of all the attendant circumstances, which he, three or more miles off at the close of the chase, could not have known.

Your next remark is that the "firing was too late." As it was commenced as soon as the vessel was hailed, and continued whenever and as often as a gun could be brought to bear until the vessel escaped us into shoal water, when we were obliged to haul off, I can not understand in what sense it was too late. In a subsequent report I explained to you that the time occupied in firing the three shots across his bow, one of which was aimed at his forefoot, was less than three minutes. The next shell was fired from the XI-inch after pivot gun and aimed at his hull, but unfortunately went over him. As to the shooting, if it

was bad, I had been but a few days in command and the blame can not rest with me. But I may remark, our shot fell very close, though seemingly doing but little damage.

Excuse the freedom with which I have analyzed your letter to the Department, feeling sure it has borne quite a different construction from what you intended, and that you will be ready to repair, so far as you can, the lasting injury it has caused me. Had you considered me deserving of this unjust sentence, I am sure you would not have retained me for an hour in the command of this vessel and on the same blockade.

For my position in the Navy I care but little, but my reputation as an officer is very dear to me, and has hitherto been unsullied in a long course of service. The distress this newspaper announcement will occasion my family and friends is very trying to me. Up to the time of joining your command, in March last, I had not the pleasure of your personal acquaintance. Since then you have had frequent occasions to judge my professional ability, activity, and intelligence. I ask you, therefore, as a matter of justice, to give me in writing your free and candid judgment on my conduct in this affair. The poorest boy or man in the service has for his petty offenses the privilege of a summary court-martial and a hearing. Through you I respectfully request from the Navy Department a court of enquiry into my conduct on this occasion, and would willingly have it extended through my whole term of service in the Navy, confident of a clean record. I court a full and complete investigation.

I hope yet to see an order revoking the order for my dismissal read to the crews in as public a manner and spread upon the log books on the same page as the former.

I feel sure the President does not design to do injustice to anyone.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

Rear-Admiral D. G. FARRAGUT, U. S. Navy,
Commanding Western Gulf Blockading Squadron,
Hartford, Pensacola.

Third report of G. H. Preble, late commander, U. S. Navy, commanding U. S. S. Oneida, of the escape of the C. S. S. Florida (Oreto) into Mobile Bay, Alabama.

U. S. SLOOP ONEIDA,
Off Mobile, October 10, 1862.

SIR: Having never made a full and complete written, though several verbal, reports of the chase of the rebel war steamer *Oreto*, alias *Florida*, by the *Oneida*, on the 4th of September last, and circumstances having occurred that require I should do so, I submit the following:

On the 4th of September the blockading force off Mobile consisted of the *Oneida*, *Cayuga*, and *Winona*, myself the senior officer, a position I had occupied since the 30th of August, when the steam frigate *Susquehanna* left for Pensacola for repairs. The steam gunboats *Pinola*, *Kanawha*, and *Kennebec*, all attached to this blockade, were also temporarily withdrawn and at Pensacola for repairs or coal. The small and reduced force left at my command was thus distributed: The *Winona*, to the northward and eastward of the bar, to guard the swash channel; the *Cayuga*, to the northward and westward, to guard the western

channel; and the *Oneida*, off to the southward of the bar, to guard the main ship channel. The evening previous I gave instructions to the *Cayuga* to go to the westward in the morning, take a look at Petit Bois and Horn Island passes, which were necessarily unguarded, get some fresh beef from Petit Bois, and return as soon as these objects were accomplished. Consequently the *Cayuga* was not in sight when the *Oreto* ran in.

The evening previous also the chief engineer represented to me the very bad and leaky condition of the boilers, stating that an almost constant use of the donkey pump was necessary, in consequence, when the engines were not in motion. With some hesitation, though it had been the custom to do so with my predecessors on the blockade, I gave him permission to haul the fire under one boiler the next morning at daylight, provided he would hurry up and complete the repairs before night, and ordered a full pressure of steam to be kept on the remaining boiler. About noon, or soon after, I sent for him to ascertain how the work was progressing, and receiving a satisfactory reply, congratulated myself the work was nearly accomplished. At 3:45 fires were started under the repaired boiler. When we got underway at 5:30 p. m., in chase, I fully believed we had steam under both boilers. We were not, however, able to obtain a working pressure of steam on the repaired boiler until our return from the chase of the *Oreto* to our anchorage off the bar at 7:30 p. m., consequently our usual good-weather speed of 10 to 10½ knots was very much diminished, and, instead of 60 to 70 revolutions of the screw, we were only able to make about 38 to 40, and an estimated speed of 7 knots. During the chase the steam was run down from 24 pounds to 15.

At daylight, or soon after, on the 4th, a square-rigged sailing vessel was observed to the southward, and the *Winona*, under general instructions, went out in chase. At 2 p. m. another sail was reported, which the *Winona* boarded. At 3:35 another sail was discovered to the southward and westward. The *Winona* then standing toward us and apparently not observing her, I fired our howitzer to attract her attention, and then made signal to her "to speak the strange sail and bring the commander in chief intelligence, if any; if none, return to your station." She accordingly stood off to the southward and westward in the direction of the strange sail, which proved to be a schooner (the *Rachel Seaman*), and was returning toward the *Oneida* to communicate, when at 5:05 a sail was reported from aloft as the *Susquehanna*, but generally supposed to be the *Connecticut*, known to be at Pensacola, and momentarily expected. The strange steamer when discovered was standing for us, with her three masts in a line or range. We could see she had square yards forward, though hull down. At 5:15 we saw she was burning bituminous coal, and a slight yaw in her course showed me she was barkentine rigged. Impressed with the idea she was an English gunboat inspecting our blockade, I made signal to the *Winona* to "chase at discretion," and got the *Oneida* immediately underway and stood toward her, thinking it would look more vigilant to the English man-of-war to be underway and at quarters when we met him. We accordingly furled awnings and were at general quarters before we were in rifle range of the stranger, and over fifteen minutes before we fired our first shot at him.

The *Oneida* was steered for the port bow of the stranger, who, as we approached him, continued to steer directly for us and hoisted an English red ensign. He had already up a short coach whip or night pennant. We could now see she carried quarter and waist boats; had

a broadside of guns with tompions out; hammock nettings and air ports fore and aft; and in fact wore every appearance of being an English dispatch gunboat. I believe every person on board the *Oneida* was impressed with this belief, being ignorant that the rebels had a vessel of war on the ocean from the delay of the *Connecticut's* mail at Pensacola, which, when received from her on the 6th, gave us the first intimation we had of the *Oreto* being at Cardenas and of *No. 290* having left England. When near the supposed man-of-war we put our helm to starboard so as not to pass him, and came round to the northward and westward so as to lie about abeam of him, or perhaps a little across or on his port bow. He was steaming very rapidly, and when within about 100 yards, perhaps nearer, the two vessels nearly abeam of each other, I hailed him, but receiving no answer, directed a shot from the rifled forecastle pivot to be thrown across his bow, then another, and then a third close to his forefoot, all in rapid succession. As these guns produced no impression, I directed to fire into him, and almost simultaneously the whole starboard broadside was discharged at him; the first shot, however, from the after XI-inch pivot gun went just over his rail between his fore and main masts. As it was a shrapnel, with fuse cut to a second and a quarter and fell into the water without exploding, you can judge how near we were to him. My clerk, who timed the firing, states that the first gun fired across his bows was 6 p. m. and the order given to fire into him at 6:03 p. m. At 6:05 he hauled down his colors and pennant and hoisted no others during the chase. Seeing no slacking up of his speed, I gave orders to continue our fire. About this time the *Winona* opened fire on him from her position astern, and soon after the schooner which the *Winona* had boarded stood in toward our bow and fired three or four shots at him, which was the first intimation I had of her being a friendly vessel of war, as she showed no colors before, after, or during the continuance of the chase. I thought the spirit with which her commander attempted to assist in the capture of the vessel very praiseworthy, and approved of the judgment with which he tacked offshore when likely to embarrass our chase by getting under our bows. Both vessels were gradually sheered inshore, the stranger evidently fast gaining upon us, so that we had to train our pivot guns sharp forward and yaw off to bring them to bear upon him. This and the smoke from our guns, which hung between us, prevented our firing as rapidly as we could have wished.

Soon after we opened fire upon him he attempted to make sail by loosing his fore-topsail and fore-topgallant sail, but the explosion of one of our shells over his deck hurried the men from aloft; they never got the sheets fairly home, and the sails were of little or no assistance to him, as the wind was light. We thought he trained his guns to bear upon us, though he did not fire, and the boatswain reported from aloft that he was training his forward pivot gun, but he has since told me he was mistaken, and the men he saw were at work at the rigging of the sails loosed. At first he had from twenty to thirty men on deck, but after our firing commenced the boatswain could see from aloft but three or four—the man at the wheel, one forward, and one or two passing along the deck.

Continuing our firing as rapidly as circumstances would admit, and giving repeated orders to go faster and to take better aim, not understanding at the time why we could not keep up with the stranger, who was evidently gaining on us, I saw we were standing in toward the ruins of Sand Island light-house, and the stranger was crossing the

head of the southeast breakers on the eastern side of the channel. The leadsman soon gave "3 fathoms" of water, and night closing around us, I was reluctantly compelled to put our helm aport and abandon the chase at 6:27 p. m., and had the mortification of seeing the stranger cross the shoal without striking and haul up into the main ship channel, giving her a last shot from the forecastle rifle pivoted over to port, the only gun that would bear as we hauled off.

The *Winona*, chasing astern and using her gun pivoted on the port side, went inshore of the chase and hauled off at about the same time, when (as her commander informed me) in 12 feet of water. We continued the chase as long as it was prudent or profitable to do so. Finding the rebel had escaped us, I returned to the anchorage off the bar, where I was joined by the *Winona*.

Believing it important you should have early intelligence of what had happened, I signaled the captain of the *Winona* to come on board, and, writing my hurried and incomplete report of the 4th, directed the captain of the *Winona* to take his station for the night and at early daylight proceed to Pensacola with my dispatch, accompanying which was the gunner's report of shot and shell fired, and enjoining upon him to acquaint you with all the particulars such as I had no time to give. I then hurried him back to his station to the northward and eastward, fearing, as it was very dark, something might slip out. At 11 p. m. the *Cayuga* returned from Horn Island Pass. Captain Thornton and the *Winona* returned to this blockade at 10 p. m., the 5th, bringing me your letter of that date, in which you express the opinion I should have fired but one shot across his bows and the next at him. Had I not been almost convinced he was an English man-of-war I would undoubtedly have done so, but the deception was perfect, and his "unparalleled audacity" in standing directly and boldly for us helped the deception. I did not wish to break our neutrality or be wanting in courtesy with a friendly nation.

When we first ranged up in hailing distance I could undoubtedly have boarded him or run him down, but it was too late for these maneuvers when his true character was discovered.

Thinking you are wrongly impressed as to time occupied in the firing across his bows and into him, I wrote you my letter of September 6, informing you that it was only three minutes, and at the same time giving you a few facts concerning the chase, but still no complete report, as I supposed Captain Thornton had related to you all the particulars. Subsequently, at Pensacola, I had opportunity of explaining to you in person, when you remarked that you had written the Secretary that you did not see that I was to blame, but the rebel steamer's escape was owing to "bad shooting." Judge my surprise, then, when I find myself suddenly and ignominiously dismissed from the Navy on your forwarding my first hasty statement of this affair. I told you that I did not claim to have hit the vessel at all, though our shot covered her and were very close ones, as I could see with my glass no marks upon her hull or spars. We have since learned she was hit several times; that an XI-inch shell went into her coal bunkers a foot from the water line; that her sides were pretty well peppered with grape, shrapnel, and pieces of shell, and that she had one man killed and two wounded, as the rebel account says, out of a crew of 13, mostly sick.

Allowing her to have had 20 or 30 for a crew, this is a greater comparative percentage of casualties than happened to this squadron in passing the Mississippi forts, and greater also than it was each time the batteries of Vicksburg were successfully run. Can it be considered

remarkable that after those successful achievements of your squadron this rebel steamer, in humble imitation, should succeed in passing under the fire of two gunboats without being sunk or materially injured?

That I did my whole duty in this matter I fearlessly claim. That according to the tenth paragraph of third article of war I did not neglect to seasonably clear my ship for action, and that I used my utmost exertions to overtake, capture, or destroy the vessel, and that I omitted no ordinary duty of an officer I can prove by the accompanying statements of all the officers of the *Oneida*.

The President recommended me by name for the thanks of Congress as one of the commanding officers in the passage of the Forts Jackson and St. Philip, and subsequent capture of New Orleans, though action was not taken on it by Congress. He next, by the recommendation of the advisory board, promotes me to the rank which had justly been my due for six months previous, and now, on insufficient and incomplete evidence, he directs that my name be stricken from the rolls of the Navy, and a record of my disgrace placed upon every log book and read to the assembled crews of every ship in commission. This is hard usage, and small consideration for one who to-day completes his twenty-seventh year of service.

I have been most cruelly and unjustly treated, and I call upon you, admiral, as my immediate commanding officer, to aid me in obtaining justice.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander.

Rear-Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
Flagship Hartford, Pensacola.

Letter from Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron, to G. H. Preble, late commander, U. S. Navy, relative to the dismissal of the latter from the Navy.

FLAGSHIP HARTFORD,
Pensacola Bay, October 14, 1862.

SIR: I have received your communication of the [8th] instant informing me of your dismissal. Permit me to assure you that no one has been pained more at your dismissal than myself, although I felt it my duty to report the facts of the case as submitted to me. I always lay before the honorable Secretary the authority from which my facts are derived, and therefore in your case enclosed your report, upon which the Department acted, with my own, as I could know nothing more than it did. I told you frankly all the fault I had to find with you was not firing sooner; and to that and the bad firing I attributed the escape of the *Oreto*, all of which you frankly admitted. I gave you full credit for vigilance and promptitude, but only said I did not know why you did not fire sooner; that was natural for me to say from my anxiety for the capture, but I felt satisfied afterwards that it arose from your desire to avoid an insult to England, and a confidence that you could secure your chase if you were by him; the conclusion, however, showed that your gunnery proved too bad to do it. I am also aware that you were not exactly responsible for the training of your crew, as you had but recently taken command of the ship; still the *Oreto* got in and it was my duty to report the facts, and you will find that the Department acted upon your own statement and not on mine.

I will now notice one or two remarks in your letter. The "apparent neglect" to which you allude in my letter, had no reference to you; it was a quotation from a letter of the Department's to me referring to the ram *Arkansas* catching us without steam. I think my letter tended to convey the idea that although apparently neglect, it was not such in reality.

As to your efforts to capture or destroy her, I neither doubted them nor said that I did; on the contrary I said that "you all fired at her, and all claimed to have hit her, but failed to capture or destroy her." As to the remark of the captain of the *Rachel Seaman*, he did not intend to reflect on you in the slightest degree, more than on himself. He stated, and so did you, that there never was a finer opportunity for taking a vessel, had you known her true character, and he too ascribed the failure to bad firing mainly, for he said he struck her but once.

In reference to your explanations to me, they were as promptly sent to the Department as transmitted to me.

You judge me rightly when you suppose I never intended to do you such a lasting injury, and I trust and sincerely hope you will be as able to satisfy the President as myself that you were at most only culpable in hesitating between the risk of insulting a British vessel of war and running the risk of allowing an enemy to escape. Our orders are very stringent in both cases.

I have thus endeavored to disabuse your mind as to the effect of my report, or of any intentional reflection on your conduct, beyond which it is not my province to go; but I will certainly always bear testimony to your officer-like and gentlemanly deportment, the general efficiency and good order of your vessel, and will further state that wherever you erred I attributed it purely to an error of judgment. Such, however, is military life; success is the standard by which we are judged; and rest assured that I fully sympathize with you and your family in this great mortification, as well for their own sake as for the reverence I have always had for the character of your grandsires and my respect for yourself.

Very respectfully, etc.,

D. G. FARRAGUT,
[*Flag-Officer.*]

[Commander GEO. H. PREBLE,
U. S. S. Oneida.]

Letter from G. H. Preble, late commander, U. S. Navy, to the President of the United States, requesting court of enquiry, and transmitting additional reports.

U. S. STEAM SLOOP ONEIDA.
Off Mobile, October 10, 1862.

SIR: I do not believe you would do intentional injustice to anyone, yet you have done me the most cruel injustice, and dismissed me from a service in which I have passed twenty-seven years of my life, without trial, without a hearing, and on insufficient and incomplete evidence.

You have assailed my honor, which is dearer to me than life, and you have caused to be proclaimed that I failed to do my utmost to take and capture a vessel of the enemy and omitted to perform the most ordinary duty of an officer. This sentence and this opinion you have directed to be read to the assembled crews of every vessel in the Navy and entered upon the ships' logs.

I can prove by every officer and man on board this ship, or who was present on the occasion referred to, that I did do my utmost to overtake, capture, or destroy the *Oreto* at the time referred to, and that, omitting no duty, I performed my whole entire duty energetically and faithfully, as I have ever done while in the service. I demand, therefore, a fair and full and instant investigation of all the circumstances before a court of enquiry; and when acquitted, that my innocence shall be proclaimed in the same manner as the sentence of dismissal has been promulgated, and that the record of my disgrace shall, by official order, be expunged from the log books of the Navy.

As the Commander in Chief of the Army and Navy, I ask of you this justice, which I am sure you will grant.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

The PRESIDENT OF THE UNITED STATES.

I enclose the statements of the executive officer, chief engineer, and lieutenant [F. S. Brown], the three principal officers of this vessel. I have in my possession similar statements from every officer on board.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Commander.

[Enclosures.]

Report of Lieutenant-Commander Sicard, U. S. Navy, U. S. S. Oneida, of circumstances attending escape of C. S. S. Florida (Oreto) into Mobile Bay, Alabama.

U. S. S. ONEIDA,
Off Mobile, October 8, 1862.

SIR: The following is a statement, to the best of my recollection, of what occurred during the chase of the *Oreto* off this port, September 4, 1862:

At 5 o'clock p. m. I was called to get the ship underway in chase of a steamer standing toward the blockading force from the eastward. As we were getting underway the stranger was distant about 6 or 7 miles, using bituminous coal. As we stood toward him we furled awnings and went to quarters.

The *Oneida* was steered for the port bow of the stranger, who, when he got within about half a mile, hoisted the English red ensign and pennant, and when near put his helm aport, sheering gradually in shore. The *Oneida's* helm was put a starboard and she followed closely on the stranger's port bow. I think that at this time, the vessels being distant about 150 yards, by your order a 30-pounder rifled shot was fired across the stranger's bows.

When both vessels had sheered in shore some distance, the stranger put his helm astarboard gradually, when, the *Oneida's* helm being also astarboard, the two vessels about abeam of each other stood to the westward. About this time (or it may have been a little previous) you hailed the stranger, then distant about 100 yards, but I did not hear any answer. After the first shot, two others were fired across his bows at very short intervals. Very quickly after the third shot across his bows you gave the order to fire into him, and the XI[-inch] guns at once commenced and sustained their fire when they could be brought to bear, or when the thick curtain of smoke (which soon accumulated between the two vessels) lifted so as to allow a view of the chase. The

chase hauled down the English flag, and hoisted no other, but whether the flag was struck before or after we fired at him, I do not remember, but at all events it was very near the time of commencement of our XI-inch fire. We had fired but a few shots, when the chase loosed and partly sheeted home his topsail and topgallant sail (fore). These did not help him materially; but he steamed very fast and drew so much ahead of us soon that we were compelled to yaw in order to discharge the XI[-inch] guns. We steamed after him, but I do not think that any time we went much over 6 knots, as we had steam up on but one boiler.

The stranger crossed the end of the shoals, and got into the channel leading into Mobile Bay. We followed him into about 3 fathoms of water, when, as it was getting dusk and we were unacquainted with the bar, we were obliged to give up the chase. Up to the time of his hauling down his flag it was my opinion that the stranger was a large English gunboat.

To the questions proposed by you under date of October 9 I return the following answers:

1. The ship was prepared for action in season, and when the character of the chase became apparent you did your utmost to capture or destroy her.

2. I do not know what duty is referred to (as being the plainest and most ordinary committed to an officer) in your second question.

3. You did, as far as my observation or recollection goes, display zeal, energy, and anxiety in pursuit of the chase. I was on the bridge mostly, and you were most of the time on the poop, where you had the best view of the chase that could be obtained.

4. I can not suggest any precaution that occurred to me at the time as having been omitted.

Very respectfully, your obedient servant,

M. SICARD,
Lieutenant-Commander.

Commander GEO. H. PREBLE,
U. S. S. Oneida.

Report of Lieutenant Brown, U. S. Navy, U. S. S. Oneida, of circumstances attending the escape of C. S. S. Florida (Oreto) into Mobile Bay, Alabama.

U. S. S. ONEIDA,
Off Mobile Bay, October 8, 1862.

SIR: In compliance with your request I respectfully submit the following statement of what I remember of the chase which terminated in the entrance into Mobile Bay by the rebel gunboat *Oreto*, on the evening of the 4th of September.

Upon going on deck when the ship was getting under way at about half past 5 p. m., I saw a steamer to the southward and eastward burning bituminous coal and standing for us.

As soon as our anchor was aweigh we bore up for the stranger, the engineer on watch having orders to go ahead fast. The order for greater speed was frequently given but not obeyed, because a sufficient pressure of steam could not be kept up.

On nearing the stranger I thought him to be an English gunboat from his resemblance in every respect to that class of vessels, as well as from the fact that he carried the English ensign and pennant. When within about 300 yards he bore up gradually for the shore, attempting

to cross our bows from starboard to port, when three shots from our pivot rifle on the forecastle were fired across his bows at short intervals, but without effect. About this time you hailed the stranger and received no reply. We kept our guns to bear on him by keeping away with starboard helm and training sharp on the bow. Our shot being unheeded you issued the order to fire into him, which was immediately done by both XI-inch pivot guns. He then hauled down the English ensign and trained his guns on us, but I do not think he fired. At about the same time he let fall his fore-topsail and topgallant sail. Our fire was kept up as rapidly as possible during the remainder of the chase. The stranger's speed being much greater than ours he soon ranged ahead and rapidly increased the distance between us. In order to avoid running ashore we now with port helm brought the stranger to bear on our port bow and manned the port battery, keeping up the fire with the forecastle pivot rifle. Finding we had but 3 fathoms water and the landmarks being rendered invisible by the darkness we abandoned the chase at about half past 6 p. m., having continued the chase about half an hour after opening fire. During most of this time the stranger was directly to leeward, and we were obliged to hold our fire till the smoke from our guns cleared away sufficiently for us to see and bring the guns to bear upon him.

When we hauled off he was scarcely distinguishable, and was close under the guns of Fort Morgan, in the channel leading up the bay. The gunboat *Winona* and the schooner *Rachel Seaman* assisted in the chase, but being engaged working the guns of my division I did not notice their movements, except that they opened fire immediately after we did.

I am, sir, very respectfully, your obedient servant,

F. S. BROWN,
Lieutenant, U. S. Navy.

Commander GEO. H. PREBLE, U. S. Navy,
U. S. S. Oneida.

[P. S.]—In reply to your questions I will add:

1. The crew were at quarters and the ship cleared for action in ample season, and when the character of the chase became apparent you did, in my opinion, do your utmost to overtake, capture, or destroy her.

2. I know of no duty committed to a commanding officer that you omitted on that occasion.

3. So far as I observed, you did exhibit energy, zeal, and anxiety in the pursuit to overtake and capture the chase.

4. I can not suggest any precautions that were omitted.

Very respectfully, etc.,

F. S. BROWN.

Report of Chief Engineer Dade, U. S. Navy, U. S. S. Oneida, of circumstances attending escape of C. S. S. Florida (Oreto) into Mobile Bay, Alabama.

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 9, 1862.

SIR: In compliance with your request I make the following statement:

On the morning of September 4, with your permission I hauled the fires of the port boiler of this ship, for the purpose of stopping a leak in one of the tubes, which was so large as to necessitate the almost

constant use of the donkey pump when the engines were not in motion. The fires were kept banked with a full pressure of steam in the starboard boiler. I succeeded in doing the necessary work, and got a working pressure of steam on the port boiler by 7:30 p. m.

At 5:30 p. m. the ship was got under way with one boiler, and chased the Confederate gunboat *Oreto*, but necessarily at much less than our usual speed. At 6:27 the chase was abandoned, the water becoming too shoal to continue it.

Under the most favorable circumstances this ship makes 10½ knots, under steam alone, with 66 revolutions of engines per minute. A greater velocity can not be maintained owing to the very imperfect vacuum which obtains in the condenser, a defect which has always existed, notwithstanding that many expedients have been tried to remedy it.

In my opinion you cleared your ship for action in the promptest manner, and exhibited the greatest energy, zeal, and anxiety to overtake and capture the chase.

I am, respectfully,

F. C. DADE,
Chief Engineer.

Commander GEO. H. PREBLE,
Commanding U. S. S. Oneida.

Letter from G. H. Preble, late commander, U. S. Navy, to the Secretary of the Navy, acknowledging receipt of his dismissal from the U. S. Navy.

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 12, 1862.

SIR: I have received my dismissal from the Navy officially under your signature. I have no comments to make, and have given over the command of this vessel, until the arrival of her appointed commander, to Lieutenant-Commander Sicard, an officer every way worthy of the confidence of the Department. The admiral forwards me my dismissal, but without letter or remark, and I have no letter from him on the subject of the *Oreto* except one of four or five lines, in which he thinks I should have fired my second shot into her instead of ahead of her, not knowing at the time that only three minutes elapsed between the first shot ahead and the fourth shot, aimed at and ordered into her.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from G. H. Preble, late commander, U. S. Navy, to the Secretary of the Navy, transmitting reports of officers of the U. S. S. Oneida, relative to the escape of the C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 12, 1862.

SIR: Herewith I forward to the Navy Department a duplicate of my full reports of the chase of the *Oreto*, alias *Florida*, this day forwarded by me to Rear-Admiral Farragut.

The accompanying statements from every officer who was at the time

attached to the *Oneida* I have not had time to have duplicated. Doubtless Rear-Admiral Farragut will forward them, as I fully believe [he] exonerates me from all blame, and is as much surprised at the hasty action of the President and Department as I am, though I have received no communication from him.

When at Pensacola not long since he told me in conversation that he had written the Department that he did not see any blame could be attached to me for the escape of the *Oreto*, but that it was owing (I quote his words) "to damned bad shooting." I can safely say her escape was mainly due to her superior speed and the want of steam on this vessel, which my report will show you was run down [from] 24 pounds to 14 in the chase.

Very respectfully,

GEO. HENRY PREBLE,
Commander.

SECRETARY OF THE NAVY,
Washington, D. C.

[Enclosures.]

Report of Surgeon Taylor, U. S. Navy, U. S. S. Oneida, regarding the escape of C. S. S. Florida (Oreto).

U. S. S. ONEIDA,
Off Mobile, Ala., October 9, 1862.

SIR: In reply to your request I have to state such of the circumstances as came under my observation attending the chase of the rebel steamer *Oreto* (or *Orieto*) by this vessel on the evening of September 4, ultimo.

Having nothing at once to employ me in my own department beyond being prepared for action, I remained on the quarter-deck deeply interested in the events that were transpiring.

Immediately upon a strange sail being reported, the *Oneida* got underway at 5:30 p. m. and stood seaward in his direction, beating to quarters soon afterwards. The gunboat *Winona*, our only consort on this blockade at the time, was also ordered by you to chase at discretion and came up on our starboard beam. The *Winona* had but just returned from chasing to the westward a schooner which proved to be the *Rachel Seaman*. All these movements were made with promptitude, and this ship was cleared for action long before she was within gunshot of the stranger.

The latter, steering directly for the entrance to the harbor, was soon near enough to show himself to be a barkentine-rigged propeller with topgallant yards crossed, bearing the English ensign at the peak, apparently deeply laden, and mounting several guns; altogether having the appearance of a British gunboat.

The *Oneida* was not making a high rate of speed on account of using only one boiler. The other was undergoing some necessary and almost completed repairs. But as the strange steamer approached, our course was altered a little so as to cross his bows; a maneuver which the *Winona* not imitating, fell a considerable way astern of him.

When within probably one-fourth of a mile a shot was fired to bring him to, and when still nearer he was hailed by yourself and another shot fired across his bows, none of which elicited any attention whatever. It was observed that there were very few men visible about his decks.

The two ships were now near to each other. The stranger appeared to swerve a little from his course, it may be to avoid collision, an event which, had both held on, seemed not at all improbable. The *Oneida* then put her helm starboard, thus bringing the two vessels nearly abeam of each other, and this was truly the critical moment for the *Oreto*. As she continued to pass us with undiminished speed, her real intention began to be evident; another shot was fired very near, and immediately by your order the starboard broadside opened upon her. The enemy at once hauled down the English colors and commenced training his guns upon us, though he did not fire at that time, but soon after attempted to make sail.

From the instant the true character of the disguised steamer became known to you, the fire of this vessel, as well as that of the *Winona*, was unremittingly kept up, until darkness and distance and the proximity of shoal water put an end to the chase.

When at the space of perhaps 1,000 or 1,500 yards and nearly under the guns of Fort Morgan, the rebel vessel fired a shot, and after some interval another, both of which passed away harmlessly.

The schooner *Rachel Seaman* was a distant spectator of all this scene and fired a few guns in the direction of the *Oreto*.

I cheerfully bear witness, sir, that on this occasion, so far as my knowledge extends of such matters, you did your utmost to capture or destroy this vessel of the enemy from the moment you recognized her as such, and that the ship was cleared for action in due time; neither did you in any manner whatever manifest a want of energy or zeal in your official acts.

Of course it is easy to see now, when we are in possession of all the facts, how this affair might have been made to terminate in another way; but how shall any one say conscientiously that under precisely similar circumstances he would have acted differently? And what man might not hesitate one moment only when his next step may do a grievous and irreparable injury to the flag and honor of a nation with whom we are yet, at least ostensibly, at peace?

In relation to the third and last question contained in your note of this morning, it only remains for me to say, that what the "plainest and most ordinary duties committed to an officer" are I do not know.

In conclusion, sir, I beg leave to express to you my sincere regret at an event which has rendered necessary this communication.

Very respectfully, your obedient servant,

JOHN Y. TAYLOR,
Surgeon, U. S. S. Onedia.

Commander GEO. H. PREBLE, U. S. Navy,
Commanding U. S. S. Oneida, Off Mobile, Ala.

Report of Paymaster Hassler, U. S. Navy, U. S. S. Oneida, regarding the escape of C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 9, 1862.

SIR: In compliance with the request contained in your note of this date I would make the following statement of the circumstances so far as my knowledge extends attending the chase of the *Oreto* by this ship on the afternoon and evening of September 4.

I think it was about half past 5 o'clock that I heard of a sail being reported to the eastward, and shortly after going on deck saw black

smoke in that direction, which was steadily approaching us. We soon got underway and steamed, slowly, however, directly toward the stranger.

That the crew were at quarters some time before we came up to the *Oreto* I can affirm, as I did not leave the poop till after the rattle had been sprung, delaying there a few minutes longer, expecting that the approaching English gunboat would heave to on our first fire, but as she did not, I went below upon the second firing of the forecastle gun, and am therefore unable to give an account of the action that followed.

During the morning I had heard that the fires had been hauled from under one of our boilers to allow of necessary repairs to the tubes, some of which had become entirely corroded, iron being used in their manufacture instead of composition. I heard the order given to lay the fires about half past 2.

I do not think more than four shots had been fired when, being in the ward room, I heard you on deck give the order several times to go ahead faster, and on going out into the steerage country enquired what was the matter, when one of the engineers told me the engines were doing the best the steam would then allow, owing to the recent repairs to one of the boilers. Thus our want of steam, caused by a mistaken idea of economy, in using iron pipes in the boilers of this ship, may have been the real and only cause that prevented us from keeping up with and overtaking the *Oreto*, and finally capturing or destroying the enemy. Soon I noticed, hearing the increased distance given for firing, that the *Oreto* was rapidly leaving us. I noticed also that the whole of our starboard battery was discharged at once, because, as I afterwards heard, the smoke of our guns was blown so as to hide the chase and prevent accurate aim. When I went on deck we were in about 3 fathoms water, as I heard from the leadsman; was quite under cover of the guns of Fort Morgan.

I quote from your note: "Did you perceive any want of energy, zeal, or vigilance on my part?" No, sir; on the contrary, the energy and zeal with which you began the action, and, as far [as] my observation extended, continued it, will always be remembered by me. Of vigilance there certainly was no neglect, for the *Winona* would doubtless have been at her station to the eastward had not your vigilance sent her to chase a schooner to the westward—a schooner that did not display any flag during the chase by the *Winona*, nor, I hear, afterwards during the action. This was the *Rachel Seaman*.

Had there been more vessels under your command, I feel assured one would have been then stationed to the eastward of the fort, as you had previously ordered. It seems strange that the *Oneida* and the *Winona* were the only vessels here at that special time to guard this important port, while both before and since as many as six have been on the station at once—the others then undergoing repairs at Pensacola.

That the ship was cleared for action and the crew at quarters I have stated above, and that you did not fail to do your "utmost to overtake, capture, or destroy the vessel we were pursuing," was evident to myself, who heard your repeated orders for quicker firing and cautions to greater accuracy of aim, as well as those to the engineers.

I again quote your note: "What duty the plainest and most ordinary committed to an officer, did I omit on that occasion?" I have carefully read the act approved July 17, 1862, articles 1 and 2, and paragraphs 9 and 10 of article 3, which relate to "commanders of vessels," and can not imagine any duty there enumerated which you failed to perform on that occasion. You advanced toward the stranger with your crew at

quarters; you gave battle; you chased him and endeavored to overtake and capture or destroy that vessel of the enemy, which it was your duty to encounter.

Hoping you will excuse the seeming freedom with which this is written,

I am, sir, your obedient servant,

C. W. HASSLER,
Paymaster.

Commander GEO. H. PREBLE,
U. S. S. Oneida.

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Report of Acting Master Green, U. S. Navy, U. S. S. Oneida, regarding the escape of C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 10, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 9th instant, requesting a statement of the chase of the rebel steamer *Oreto* by this ship on the 4th ultimo, and also answers to several questions concerning that affair.

The steamer was first seen about 5 p. m., bearing about S. to S. E. by S., and upon black smoke being seen from her the order was given to spread the fires and call all hands up anchor. The anchor being up, this ship steamed out toward the strange sail, the awnings being furled, decks cleared, and crew called to quarters in ample time for any emergency.

The stranger stood on about N. W., and as we neared him our helm was apparently put to starboard so as not to shoot past him, but to range up alongside. I say apparently, because as I was stationed upon the forecastle I could hear no orders which were given from the afterpart of the ship.

While we were turning I was ordered by the first lieutenant from the bridge to throw a shot across the stranger's bows from the pivot rifle. I obeyed, and, reloading instantly, was ordered to repeat the shot, which I did, and was then ordered to fire close across his forefoot, which shot I aimed and fired myself, the shot striking close under his bows. The order was then given to fire into the stranger and the fire was kept up as long as there was the least chance of hitting him. But for his superior speed, which enabled him to draw ahead of us, nothing could have saved him from capture and destruction.

The resemblance to a regular English gunboat was perfect, and I must confess that until the *Oreto* was close to us I felt sure that the stranger was one of the numerous English men-of-war which I have seen inspecting the blockade during the last fifteen months.

The first three of your questions, sir, I believe I have answered in the above remarks. With regard to the fourth, I can only say that I hoped that the second shot would have been fired into the stranger, even had he proved afterwards to be an English man-of-war.

Hoping, sir, that the apparently hasty manner in which your case has been treated may be reconsidered, and that we may soon welcome you to command this ship again,

I am, very respectfully, your obedient servant,

FRANCIS M. GREEN,
Acting Master, U. S. Navy.

Commander GEORGE H. PREBLE, U. S. Navy,
Commanding U. S. S. Oneida.

Report of Acting Master Edwards, U. S. Navy, U. S. S. Oneida, of the escape of C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 9, 1862.

SIR: In compliance with your request I make the following statement, as far as my knowledge extends, relating to circumstances attending the chase of the rebel gunboat *Oreto* by this ship: On the evening of September 4, near 5 p. m., I heard the masthead lookout report a sail bearing about S. E. Made her out to be a steamer making a black smoke. The *Winona* was immediately signaled to chase strange steamer, which she did.

The order was then given by you to get underway. At 5:30 p. m. we got underway and stood towards strange steamer, which at that time had every appearance in hull and rig of being an English gunboat, steadily approaching us. As soon as we were underway the order was given by you to beat to quarters and clear the ship for action. At 5:45 p. m. the stranger approached near enough to make him out distinctly to be a barkentine-rigged vessel flying an English pennant and ensign. At 6 we came within about one-quarter of a mile of her and fired one shot across her bow. She paid no attention to it; hailed her, and fired two more across her bow, receiving no answer. We then fired into her, she hauling down her colors and set her fore-topsail and fore-topgallant sail. The order was then given to starboard our helm for the purpose of bringing the ship in position, that our guns might be trained upon her, as she was much faster than this ship and soon steamed ahead of us, we having steam in one boiler only, finding it necessary to repair the other. I heard your orders repeatedly given to go ahead faster. We continued the chase and fired upon her until she was under the protection of the guns of Fort Morgan. At about 6:30 p. m., it being too dark to see the objects on shore and in 3 fathoms water, ceased firing and hauled off.

In my opinion your ship was prepared and cleared for action in the promptest manner, and under the circumstances you left nothing undone that could have been done, and I have every reason to believe you did your utmost to take, capture, and destroy the vessel you were in pursuit of. There is no duty that I could see at the time that you omitted, and you showed the greatest energy, zeal, and anxiety to overtake and capture the chase.

Very respectfully, your obedient servant,

THOMAS EDWARDS,
Acting Master, U. S. Navy.

Commander GEO. HENRY PREBLE,
U. S. Steam Sloop Oneida.

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Report of Acting Master Ross, U. S. Navy, U. S. S. Oneida, regarding the escape of the C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 9, 1862.

SIR: In compliance with your request, I make the following statement:

On September 4 at 5 p. m. the masthead lookout reported a sail to the southeast. You gave orders to get underway and stand toward her; immediately after getting underway, cleared for action. As we

neared the stranger I saw she had the English ensign and pennant flying, and from her build and spars supposed her to be an English gunboat. When about a mile from her you gave orders to go to quarters. I repaired to my station on the berth deck and got everything ready for battle. I then went up to the fore-hatch ladder to see if the men were in their stations to receive ammunition on the spar deck, and saw the stranger about 2 cables' lengths from us and 2 points forward our starboard beam. You gave orders to starboard our helm as he was crossing our bows, which brought him more abeam. You then gave orders to fire a shot across his bows from the forecastle gun; this and another being fired, and the starboard battery with both pivot guns (XI-inch) trained on the stranger, I went below.

I heard in all 3 guns from the forecastle, and then the order to fire into her. The firing was continued for half an hour, when I received orders to close the magazine and shell room. After doing so I went on deck and saw the strange steamer under the protection of the guns of Fort Morgan, and that we had chased her within the range of the fort. As we were in shoal water, and it being too dark to distinguish land objects, we had hauled off for an anchorage.

I consider you did all that could have been done to capture the steamer after discovering she was an enemy.

Very respectfully, your obedient servant,

ELIJAH ROSS,
Acting Master.

Commander GEO. H. PREBLE,
U. S. Steam Sloop Oneida.

Report of Captain's Clerk Dalton, U. S. S. Oneida, regarding the escape of the C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 10, 1862.

SIR: Agreeably to your request I make the following statement of my knowledge of the circumstances attending the chase of the *Oreto*, on the occasion of her running the blockade into Mobile Bay on the 4th ultimo. The time given is according to the deck timepiece.

It was 5:05 p. m. that she hove in sight. The *Winona* being underway, having just then spoken the *Rachel Seaman*, you directed me to make signal to the *Winona* to "chase at discretion," which I did, she answering it at 5:15 p. m. At 5:30 we got underway, the stranger then being distant, I should think, about 6 or 7 miles. Seeing that she wore the English ensign and pennant, the ship was, by your order, cleared for action, and at 5:45 p. m. all hands were at quarters.

We neared the stranger, and when within speaking distance you hailed him from the poop, but receiving no answer you ordered a shot to be fired across his bows, which was done, followed by two others in rapid succession. This was at 6 o'clock, and at 6:03 the stranger not heeding the shots across his bows, you gave orders to "fire into him," which was instantly commenced by the XI-inch guns, followed by forecastle pivot rifle and the starboard battery. At 6:05 the English flag was hauled down, but, his engines still working, you directed the firing to be continued. At 6:10 he attempted to make sail, but only partially succeeded.

The firing continued unabated until 6:27 p. m., when it ceased, the rebel, being so much faster than this vessel, having succeeded in getting into the main channel leading into the bay.

I was on the poop with you most of the time, being sent by you several times to the engine room to enquire if we could not increase our speed, each time receiving the answer from the engineer on watch that they could go no faster.

When we had rounded to and abandoned the chase, you called to the first lieutenant and asked if there was no way in which we could get in and "catch that fellow," exhibiting the utmost anxiety to capture or destroy him.

Very respectfully, your obedient servant,

J. FRANK DALTON,
Captain's Clerk.

Commander GEO. HENRY PREBLE,
U. S. Steam Sloop Oneida.

Joint statement of assistant engineers, U. S. S. Oneida, regarding the escape of the C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile Bay, October 10, 1862.

SIR: On the 4th of September last, when the steamer *Oreto* ran in Mobile Bay, the chances for her capture were most unfavorable. We had during the day been repairing one of our boilers, and had started fires under it only a short time previous to the steamer making her appearance. The boilers had not sufficient time to generate steam. We were therefore deprived of half our power and compelled to confine our speed to a much smaller limit than our maximum. Had the affair occurred an hour later the result would have been different.

Your energy as displayed on that occasion could certainly not have been questioned by those who were familiar with the circumstances. Everything was done that could have been done to defeat her intentions, and no exertion was left untried to prevent her entering.

The escape of the *Oreto* could not, in our opinion, have been justly attributed to any dereliction of duty on your part, whilst the existing circumstances were so favorable to her.

Hoping the affair may be reviewed in its proper light, and you absolved from all blame or censure,

We remain, your obedient servants,

JAS. H. MORRISON,
Second Assistant Engineer.
HORACE MCMURTRIE,
Second Assistant Engineer.
R. H. FITCH,
Second Assistant Engineer.
WM. D. MCILVAINE,
Third Assistant Engineer.
ALFRED S. BROWER,
Third Assistant Engineer.

[Commander G. H. PREBLE,
Commanding U. S. S. Oneida.]

Report of Midshipman Naile, U. S. Navy, U. S. S. Oneida, regarding the escape of the C. S. S. Florida (Oreto).

U. S. STEAM SLOOP ONEIDA,
Off Mobile, October 9, 1862.

SIR: In compliance with your request, I make the following statement in regard to the *Oreto:*

I was officer of the deck on the afternoon of September 4 at the time the *Oreto* ran the blockade. At 5:05 a steamer was reported bearing S. E. by E., making black smoke and standing toward us. The *Winona* was then returning from the southward and westward from chasing U. S. schooner *Rachel Seaman.* Signaled her to chase the steamer at discretion. When first seen, was hull down, about 10 miles off, and was reported by the masthead lookout to be the *Susquehanna* and supposed by us to be the *Connecticut.* At 5:30 got underway and stood toward her. She was then distant about 7 miles. At 5:45 went to quarters; discerned her to be a barkentine-rigged steamer flying English pennant and ensign and having every appearance of being an English gunboat, which everyone on board supposed her to be. At 6 fired a shot across her bows; she paid no attention to it; hailed her and fired two more. Receiving no reply, we fired into her. She trained her guns onto us, but did not fire. Continued the chase until 6:30, when, being in shoal water and too dark to distinguish objects on shore, ceased firing and hauled off.

The *Winona,* after answering our signal, stood so as to come up astern of the strange steamer and kept that position during the chase. She, as well as the *Rachel Seaman,* opened fire on the steamer immediately after we did.

Very respectfully, your obedient servant,

FRED. J. NAILE,
Midshipman.

Commander G. H. PREBLE,
U. S. S. Oneida.

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Report of Midshipman Wood, U. S. Navy, U. S. S. Oneida, regarding the escape of the C. S. S. Florida (Oreto).

U. S. SLOOP OF WAR ONEIDA,
Off Mobile Bay, October 9, 1862.

SIR: In compliance with your request, I make the following statement of all that I can recollect as having come under my observation during the chase of the rebel gunboat *Oreto* into Mobile Bay on the evening of September 4:

At about 5:30 heard all hands called to quarters, went to my station on deck, found *Oneida* standing toward a strange steamer bearing to the eastward of us, making black smoke, and distant about 5 miles. At about 6 made stranger out to be a brigantine flying English ensign and pennant, and heading directly for us. She carried eight broadside and one or two pivot guns; looked exactly like English gunboats that I have seen along our coast. When she came within rifle range fired a shot across her bow, but she continued on her course, paying no attention to it; fired a shot across her forefoot, but without heaving her to; fired a second shot across her forefoot, but with the same result as before. She was now within hailing distance. Captain Preble hailed her, but receiving no answer he gave orders to fire into her, which was

done by all the starboard battery and by both XI-inch guns. The enemy then hauled down his colors, put his helm aport, and tried to run away from us. At this time we were standing directly across his bow, so we put our helm aport and followed him. But he gained on us so rapidly that in less than fifteen minutes we increased our elevation from 400 to 1,500 yards. Captain Preble gave orders to go ahead as fast as possible; heard answer returned from engine room that we were doing our best. It was now getting dark, the enemy was under the guns of Fort Morgan, the *Oneida* was in 3½ fathoms water, she had no pilot, and the chase was therefore given up. Every preparation had been made for battle before the enemy was within 3 or 4 miles of us, and every effort was made to destroy him from the moment his true character became known. I will here state that in firing the after XI-inch gun the ship rolled so heavily and with such a quick, rapid motion that it was almost impossible to take anything like accurate aim. Besides, from the time we fired our first broadside the *Oreto* was so completely enveloped in smoke that we could only judge of her position by the black smoke which she made.

I am, respectfully, your obedient servant,

GEO. W. WOOD,
Midshipman.

Commander GEO. H. PREBLE,
U. S. Sloop of War Oneida.

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Report of Acting Boatswain Herold, U. S. Navy, U. S. S. Oneida, regarding the escape of C. S. S. Florida (Oreto).

U. S. S. ONEIDA,
Off Mobile, October 8, 1862.

On the 4th of September, 1862, between the hours of 4 and 5 p. m., a sail was reported from the masthead, said by the lookout to be the U. S. S. *Susquehanna.* We immediately got underway and stood for her, and called all hands to quarters. I then went to the masthead, that being my station at quarters, when on looking at the sail through the glass I preceived she was a steamer, flying English colors, and I took her to be a man-of-war. We stood on until we got within range of her, when we fired a shot from the 30-pounder pivot rifle gun across her bows. Previous to this I could plainly see about 20 or 30 men on her deck, but after we fired the first shot all but two or three went below, which could not be seen from our deck; she then ran across our bows, at which time I saw only one man forward, one running aft, and one at the wheel. Our captain then hailed her, but received no answer, and we then fired two more shots across her bows, when she hauled down the English flag. This at first I took to be done in token of her surrender, but immediately afterwards I saw a number of men come up from below and go forward, I thought for the purpose of manning the pivot gun, but they went aloft and loosed the fore-topsail and topgallant sail which were then set.

The steamer carried six broadside guns and one 10-inch pivot gun forward, to the best of my knowledge. While they were loosing the sails we fired into her and kept up a continuous fire until she got out of our range. Several of our shot struck her, though she did not for a moment slacken her speed. Finding that she continued to gain on us rapidly, and as we were now very close to the ruined light-house

on Sand Island, it being now dark, we wore round and returned to the anchorage.

Very respectfully, your obedient servant,

JAMES HEROLD,
Acting Boatswain.

Commander GEO. H. PREBLE,
Commanding U. S. S. Oneida.

Report of Acting Gunner Parker, U. S. Navy, U. S. S. Oneida, regarding the escape of the C. S. S. Florida (Oreto).

U. S. S. ONEIDA,
Off Mobile, October 9, 1862.

At about 5 p. m. of September 4 a sail was reported coming from southward and eastward, and by the lookout man said to be the U. S. S. *Susquehanna*. She proved to be a screw steamer and was making black smoke. We immediately got underway and stood for her and then went to quarters. I repaired to the magazine, which, by the orders of the officer of the division, I opened and passed up the ammunition.

We remained at quarters about an hour and twenty minutes, during which time we fired the following projectiles, viz, 19 Dahlgren shells and 3 Schenkl shells from the 30-pounder rifles; 10 5-second shells, 2 10-second shells, and 2 shrapnel from the XI-inch pivot, and 1 5-second shell from 32-pounder.

After the retreat, having secured the magazine, I went on deck, and it being dark I could see nothing of the stranger. We then returned to the anchorage.

Very respectfully,

WILLIAM PARKER,
Acting Gunner.

Commander GEO. H. PREBLE,
Commanding U. S. S. Oneida.

Letter from Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron to the Secretary of the Navy, in behalf of G. H. Preble, late commander, U. S. Navy.

FLAGSHIP HARTFORD,
Pensacola Bay, October 18, 1862.

SIR: I regret that my statement of Commander Preble's case should have drawn upon him such summary and severe punishment. That he deserved some censure for his hesitation to act or fire is to me clear, but when it is considered how desirous the Government has been to avoid giving offense to foreign nations in enforcing our blockade, I feel assured that Commander Preble's hesitation arose purely from that cause.

The *Oreto* was flying the English flag and pennant, and he feared she might be a British man-of-war, and having more confidence in the gunnery of his crew than the result proved that they deserved, he lost three minutes that were never to be regained, as every moment increased the space between the vessels, and made it more difficult for Captain Preble to bring his guns to bear without losing by yawing his vessel.

As the effect of all punishment is principally intended to prevent the repetition of offenses rather than to punish the individual, I think there can be but little doubt that this effect has in the present instance been obtained upon the entire Navy, and I therefore hope that the Department will grant Commander Preble a hearing before a court-martial or court of enquiry, so as to enable him to show his country and his family that he has not sullied the brilliant escutcheon of his grandsire by any want of fidelity to his country.

I sincerely trust that the President as well as yourself may be prevailed upon to grant this favor to one who has served his country faithfully with unblemished character up to the moment of this unfortunate occurrence.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding West Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter of Rear-Admiral Farragut, U. S. Navy, commanding Western Gulf Blockading Squadron, to G. H. Preble, late commander, U. S. Navy, expressing regret at the action of the Navy Department in dismissing the latter from the service.

FLAGSHIP HARTFORD,
Pensacola Bay, October 28, 1862.

SIR: I have received your communications of this date, and in reply have to state that I thought I had answered all those questions in my letter to you of [14th instant]. I therein stated that the neglect was an apparent one, but that you had shown every vigilance by seeing the vessel in time, and was alongside of her in time, and the only fault I found with you was not firing at her sooner, which was caused no doubt by your supposing her to be an English vessel of war, and I supposed the hesitation of the three minutes, together with the bad firing, was the cause of the loss of the prize. I have stated all these facts to the honorable Secretary of the Navy, and asked him to allow you a court of enquiry or court-martial to give you an opportunity of clearing yourself from any other charge than that of a moment's hesitation to fire on a vessel which you supposed for the instant was or might be of a friendly nation. I imputed nothing more to you in my letter to the Department, and I have also informed it that you were not responsible for the bad firing, as you had but recently taken command of the vessel, but if there was any swell on I can readily understand that no one could insure good firing from one of our gunboats, their motion being so quick. Still, I see by the enemy's report of the affair that they say "they were struck several times, had four men killed, and several wounded."

In conclusion, I have to repeat my remark, that I have always found you attentive and vigilant in the discharge of your duty since under my command, and that I deeply regret that the Department has dealt with you so severely, and still hope they will give you a hearing before a proper tribunal.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear-Admiral, Commanding Western Gulf Blockading Squadron.

GEORGE H. PREBLE,
U. S. S. Rhode Island, Pensacola Bay.

Letter of Commander Thornton, U. S. Navy, to G. H. Preble, late commander, U. S. Navy, stating extenuating circumstances in connection with the escape of C. S. S. Florida (Oreto), in Mobile Bay, Alabama.

ASTOR HOUSE,
New York City, November 28, 1862.

MY DEAR SIR: I should have written to you before but my time has been entirely occupied with the arrangement of my own affairs.

In regard to the escape of the *Oretta* [*Oreto*] and her success in running the blockade, I have never heard but one opinion expressed among our brother officers, and they all with one accord agree that it was one of those unfortunate events which no human foresight could prevent, and one which any and every officer is liable to experience on similar service. I certainly was as much deceived in her character as yourself, and I felt satisfied that she was an English man-of-war desiring to communicate with the blockading vessels.

Her English build and rig, her English ensign and pennant, and her boldness in approaching all served to convince me that she was a British cruiser. During the whole period of my service on the blockade, the utmost vigilance was exercised by the different vessels of the squadron under your command, and had we been informed (it was known at Pensacola) that a rebel vessel of that description was at sea, I have no doubt but that a different result might have been attained, but the information came decidedly too late.

After her true character and design were discovered every effort was made to capture or destroy her. That she was struck several times by the fire of both vessels I was certain at the time, and the rebel accounts assert that she was literally covered with our projectiles, and that she lost four men killed and had a number wounded. There was a heavy sea on at the time, which interfered materially with the accuracy of the fire of both the *Oneida* and *Winona*.

The next morning after the chase I was sent in the *Winona* to Pensacola for the purpose of communicating with the admiral. I took with me your note communicating the event to the admiral, and I also had instructions to explain in detail all the circumstances connected with the escape of the *Oretta* [*Oreto*]. This I did so far as I was myself informed; but at that time I was not aware that one of the *Oneida's* boilers was disabled, nor did I become aware of that fact until subsequently, when I met you on board of the *Rhode Island* at Pensacola. When I reported to the admiral at Pensacola, he informed me that the rebels had two vessels afloat, both of them answering generally to the description I had given him of the chase. I returned immediately to Mobile with that information and a letter from the admiral addressed to yourself.

I am certain that every effort that skill, zeal, and energy could dictate was made to capture or destroy the *Oretta* [*Oreto*] after her designs became manifest, and I now know that the untimely accident to one of the *Oneida's* boilers alone prevented her capture by that vessel.

I fully believe that the Department will rescind its hasty act of dismission and grant you the customary "court of enquiry" before which the evidence of your zeal and energy must appear conclusive.

Truly, your friend,

JAS. S. THORNTON.

Commander GEO. H. PREBLE,
Cambridge, Mass.

Letter from the Secretary of the Navy to the President of the United States, submitting the late Commander Preble's case for consideration.

NAVY DEPARTMENT, *February 10, 1863.*

SIR: The Hon. William P. Fessenden, of the Senate, has, on repeated occasions, expressed a very earnest desire that the late Commander George Henry Preble should be restored to the naval service. The Naval Committee of the Senate have expressed similar views. Distinguished naval officers and others have also united in his behalf. I therefore feel it a duty to submit his case to you, and the papers and testimonials relating thereto are herewith transmitted, in order that they may be submitted to the Senate, should you deem proper to renominate him to the Senate for further service. In September last the name of Commander Preble was stricken from the roll of the Navy and he was dismissed the service for omitting to capture the steamer *Oreto*, which in open day passed the blockading force under his command and entered the harbor of Mobile. The dismissal took place on his own report of the facts, forwarded by Admiral Farragut, his commanding officer on the Western Gulf Blockading Squadron.

Commander Preble subsequently made two additional reports of the occurrence, in neither of which did he succeed in relieving himself of the delinquency or fault which led to his dismissal. Dissatisfied with the action of the Government, Commander Preble procured certificates from the officers associated with him on the *Oneida*, also from Admiral Farragut and from others, and claiming he had done right, declaring that under like circumstances he would again do as he had done on the occasion of the escape of the *Oreto*, he and his friends urged a revocation of the order for his dismissal. Under the persistent declaration that he had done right and his whole duty, together with the appeals of sympathizing friends, his case, as stated and presented by himself in his letters or reports, was submitted, without other testimony or statement, to three highly intelligent naval officers, who, after deliberation, reported that he had failed to "perform his whole duty as senior officer of the force blockading Mobile, and, further, that he did not do his utmost to prevent the passage of the steamer *Oreto* into the harbor, as appears from the statement contained in his report of September 6 to Rear-Admiral Farragut, to the effect that if he had known the character of the vessel he could have run her down."

After this decision of the board of naval officers Commander Preble acknowledged an error of judgment on his part in the escape of the rebel steamer *Oreto*, and requested a restoration.

The board of officers who passed upon his case, in the belief that the example already made has had its full effect in guarding against a repetition of like negligence in future, and in sympathy with an officer who they say was much respected and beloved for his estimable and amiable qualities and for his unimpeachable character, have asked as an act of grace and clemency that he might be restored to the naval service.

Admiral Farragut has indicated similar views, as have Senators and others who are interested in his behalf, and who express their conviction that his restoration at this time would be no detriment to the service.

Although not fully satisfied that the period has arrived when, if ever, he should be restored, I am unwilling to do Commander Preble or his friends injustice or to commit or omit any act whereby the service would be injured, especially through what might seem unnecessary and continued severity.

Commander Preble committed, as he reluctantly admits, an error of judgment. It was committed while in the discharge of the most important and responsible duties with which he was ever entrusted.

He also exhibited a want of mental resources by failing in that critical emergency to do his whole duty, whereby the service and the whole country have suffered great injury, but it is due to him to say that neither then nor at any time has his loyalty been questioned. He is charged with no venal offense. For twenty-seven years he has been an officer of the Navy, and if he has not been distinguished for vigor he has borne an unblemished record.

His fault was one that demanded prompt and decisive action, and in advising his dismissal the Department performed an unpleasant but imperative duty. Had the offense been the result of any other cause than infirmity of judgment the highest penalty of the law might have been inflicted. Less punishment than dismissal for such neglect, in such a crisis, would not have been justifiable.

Whether "the example has already had its full effect," as suggested by the distinguished naval officers who intercede in his behalf, and whether the Navy would regard his restoration as an act of grace and favor to itself, are matters on which there may be honest difference.

While I am not prepared to recommend his restoration, I can not, after the request of Senator Fessenden and the Naval Committee, and the appeal that had been made in his behalf by other friends, including the admiral under whom he served and who first reported him, as well as the board who pronounced him delinquent, do otherwise than respectfully submit the case, with the papers, for your consideration and decision. The documents are herewith submitted with a view to their transmission to the Senate, should you deem it proper to renominate Commander Preble to his former position in the Navy.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

THE PRESIDENT.

Letter from the President of the United States to the U. S. Senate, renominating George H. Preble as a commander in the U. S. Navy.

TO THE SENATE OF THE UNITED STATES:

On the 4th September, 1862, Commander George Henry Preble, U. S. Navy, then senior officer in command of the naval force of the harbor of Mobile, was guilty of inexcusable neglect, in permitting the armed steamer *Oreto*, in open daylight, to run the blockade. For his omission to perform his whole duty on that occasion, and the injury thereby inflicted on the service and the country, his name was stricken from the list of naval officers and he was dismissed the service.

Since his dismissal earnest application has been made for his restoration to his former position by Senators and naval officers, on the ground that his fault [was] an error of judgment and that the example in his case has already had its effect in preventing a repetition of similar neglect.

I therefore, on this application and representation, and in consideration of his previous fair record, do hereby nominate George Henry Preble to be a commander of the Navy, from the 16th of July, 1862, to take rank on the active list next after Commander Edward Donaldson and to fill a vacancy occasioned by the death of Commander J. M. Wainwright.

A. LINCOLN.

WASHINGTON, D. C., *February 12, 1863.*

Extracts from testimony taken before a court of enquiry held April 20, 1872, convened to investigate the circumstances attending the entrance of the rebel steamer Oreto [Florida] into the port of Mobile, Alabama, on or about the 4th day of September, 1862.

TESTIMONY OF COMMANDER JAMES S. THORNTON, U. S. NAVY.

By the JUDGE-ADVOCATE:

Question. Please state your name and rank.

Answer. James S. Thornton, commander, U. S. Navy.

Question. Where were you and in what capacity on the 4th day of September, 1862?

Answer. Commanding U. S. steam gunboat *Winona*, off Mobile, on blockade duty.

Question. Did you witness the running of the blockade off Mobile by the rebel privateer *Oreto* on that day? If yea, please give to the court a narrative of that affair as witnessed by yourself.

Answer. Yes; I was ordered to leave my station at the swash channel by signal from the *Oneida* to chase to the westward. About midday or a little after noon I spoke the *Rachel Seaman*. I signaled to the *Oneida* that the stranger was a friend. I was then ordered by signal from the *Oneida* to "chase at discretion." The lookouts aloft, upon being hailed, discovered black smoke in the southeast board. I steered for the black smoke and discovered it to be a steamer standing toward Mobile. As I approached her she hoisted English ensign and pennant. I was at quarters, guns cast loose. I ordered the first lieutenant to hail the vessel as I approached him in passing. He did so, and received in reply, "Her Britannic Majesty's steamer *Spitfire*" (or *Vixen*, I forget which). The general appearance of the vessel (and I examined her critically) seemed to accord with that class of vessel. I suffered her to pass, as she was steering for the *Oneida*, which ship was coming out from her anchorage off Mobile. I was fully under the impression that she was an English man-of-war, desirous of communicating with the blockading fleet, and was approaching the *Oneida*, which vessel carried the commanding or senior officer's pennant. I turned and followed the *Oreto* and followed her in. She was going very rapidly, and as she approached the *Oneida* I heard the report of a gun from the *Oneida* and saw the *Oneida* turned in chase. I was satisfied at once that the vessel was endeavoring to run the blockade, and ordered a shot fired into her. I thought at the time that the shot struck her. I noticed that she altered her course, about 4 points, I should judge, as though she intended to heave to. Her men were then sent aloft into the rigging as though to loose sails, but the fire from the *Oneida*, musketry and heavy guns, drove them down again. She almost immediately resumed her course and pushed rapidly on for the entrance of the harbor. I followed the chase as closely as possible, firing at her with the XI-inch guns several times, I don't remember how many, until the lead gave soundings in 2½ fathoms water, when I put the helm astarboard and gave up the chase.

Question. How far was the *Oneida* from the *Oreto* when she first fired at her?

Answer. I could not tell, but within easy range.

Question. What was their relative positions at the time of the first fire?

Answer. I should presume that the *Oneida* turned in chase of the *Oreto*, pursuing the same course and about abeam of each other, the *Oreto*, perhaps, a little abaft the beam of the *Oneida*.

Question. Before coming up with the *Oneida*, did the *Oreto* slacken her speed at all?

Answer. I should judge not; I could not tell. She was running very rapidly when she passed me.

By the COURT:

Question. What was the distance of the *Winona* from the strange sail when you passed him, and what was the bearing and distance of the *Oneida* at that time?

Answer. We passed within easy hailing distance, 30 or 40 yards. The *Oneida* was distant from me about a mile or less, and she bore in the direction of the entrance to the harbor of Mobile, about north.

Question. Did you give any order to the strange sail, or make any signal to the *Oneida* at the time, or at any time after hailing her?

Answer. No. She passed so rapidly, I gave no order. I was surprised at her apparent want of courtesy in not slowing down as I approached her. I did not make any signal to the *Oneida*.

Question. What time elapsed after you hailed the strange sail until she came within hailing distance of the *Oneida?*

Answer. About five minutes.

Question. Please state what other vessel or vessels were present on the occasion to which you testify, and what part they took, if any, in endeavoring to intercept the strange sail.

Answer. I did not observe any other vessel at the time, but I now know that the *Rachel Seaman* was there. I did not observe that the *Rachel Seaman* took any part.

Question. Did the *Oneida* pursue the strange sail immediately after the first gun was fired from her, and how long did she continue the chase?

Answer. Yes, she did. I did not observe particularly how long.

Question. What were the orders of the commander in chief in relation to stopping a strange sail approaching the blockade, and what was the formula to be observed?

Answer. I had no special instructions in that respect.

Question. Did Admiral Farragut issue no general or special orders to the squadron on the subject, to the best of your knowledge?

Answer. I never received any.

Question. What was the direction and force of the wind?

Answer. I have forgotten.

Question. How near did the strange sail pass the *Oneida*, in your opinion?

Answer. From 200 to 500 yards.

Question. How soon after you spoke the *Rachel Seaman* did you speak the strange vessel?

Answer. I have forgotten the length of time; I suppose it might have been an hour. I think that the signal to "chase at discretion" was very soon after the answer to my signal that the *Rachel Seaman* was a friend.

Question. Was the *Rachel Seaman* in sight when you spoke the strange sail, and if so, how far distant, and what was her bearing?

Answer. I presume that she was in sight, but she did not come under my observation after speaking her.

Question. What was the battery of the *Winona:* what was her rig, and with what sails was she provided?

Answer. She was a ninety-day gunboat, schooner rig, carrying gaff-topsails and square sail. Her battery was an XI-inch pivot gun, two 24-pounder Dahlgren howitzers in broadside, and a 20-pounder Parrott in the forecastle, to the best of my recollection.

Question. What was the maximum speed of the *Winona* under steam, and also under steam and sail?

Answer. About 8 to 9 knots under steam; with square sail about 9 knots.

Question. After hailing the strange vessel, please state particularly how you proceeded with the vessel under your command until you gave up the chase.

Answer. I passed her on our port side. I crossed her wake with a starboard helm, and headed up for a position on her starboard quarter, following her in. I never obtained a position on her starboard quarter, as the *Oreto* rapidly gained throughout the chase. I followed in her wake as nearly as possible, only deviating from the direct course to bring the pivot gun to bear, until the leadsman reported 2½ fathoms water. I judged that we were on the east shoal of the bar, and starboarded my helm, giving up the chase. During the chase I fired at every opportunity.

Question. Were you under full head of steam when you followed her in?

Answer. Yes.

Question. Did you make sail?

Answer. No, I did not.

Question. Did the senior officer (Captain Preble) at any time give you any orders about the manner of procedure in stopping a strange sail to ascertain her character, before sending you in chase?

Answer. No, he did not.

Question. It appears that the *Oreto* attempted to make sail; why did you not do the same?

Answer. I judged it was not necessary on my part. I am under the impression that the wind was very light.

Question. What was the rig of the *Oreto*, and what canvas was she rigged to carry?

Answer. She was a bark-rigged vessel, with sails corresponding; I have forgotten whether her topgallant yards were across or not.

By Captain GEORGE H. PREBLE:

Question. At what distance should you judge the *Oneida* was from the bar when she first fired at the *Oreto?*

Answer. I should think about 4 or 5 miles. I think that I was about 6 miles from the bar, and that the *Oneida* was about 1 mile inside of me.

Question. Was the *Oneida's* fire continued as long as yours?

Answer. The *Oneida's* fire was continuous and rapid, including musketry; I do not know how long it was prolonged. I am under the impression that I fired from the *Winona* the last gun at the chase when she was under the guns of the fort.

Question. When the *Oreto* answered your hail did you make any exclamation, or give any order to your executive or any other officer of the *Winona?*

Answer. Yes. I think I told the first lieutenant that he might secure his gun, as it was only an Englishman bothering the blockade. The gun was not secured, as I retained the crew at quarters and countermanded the order immediately.

Question. Do you remember the rig of the *Oneida?* If so, describe it.

Answer. No. I do not specially remember any peculiarity of rig. The vessels of her class had topsails.

Question. Do you recognize this drawing as having any resemblance to the *Oreto* and her rig?

Answer. Yes. This bears a resemblance to the *Oreto;* she sits low in the water. (The drawing referred to is marked No. 1, and appended to the record.)

Question. What was the position of the *Oreto* when the chase was abandoned by you?

Answer. She was passing in the harbor of Mobile, nearly abreast of Fort Morgan.

Question. Did the *Oreto* enter the channel over the bar, or across the southeast shoal?

Answer. Across the southeast shoal, as I judged at that time. I sounded on that shoal.

Question. Was she prevented from passing over the bar by the positions of the *Oneida* and *Winona* in the chase?

Answer. I think not. Certainly not by the *Winona;* I don't know about the *Oneida.*

Question. Was it sunset, or near sunset, when you and the *Oneida* abandoned the chase?

Answer. Yes, it was dusk; after sunset.

Question. Were objects indistinct, or visible, when the *Oreto* got in under Fort Morgan? Could Sand Island light-house tower be seen?

Answer. I could see the *Oreto,* but she was not to be seen distinctly, as it was dusk. Sand Island light-house tower could be seen, but indistinctly.

Question. How long had you been stationed on the blockade off Mobile?

Answer. But a very short time. I think I joined about the middle of August; I don't remember exactly, but think it was about that time.

Question. What was the usual number of vessels stationed on the blockade off Mobile?

Answer. I don't know.

Question. About how long had I been senior officer when the *Oreto* ran the blockade?

Answer. I do not recollect.

Question. Did Commodore Hitchcock, my predecessor in command, give you any specific orders with regard to chasing strange sails?

Answer. I never received any specific orders on that subject.

Question. Were you aware at the time of the chase of any rebel vessel of war in the vicinity?

Answer. I was not.

Question. When and where and from whom did you first learn of the *Oreto* and *No. 290?*

Answer. Admiral Farragut informed me that there were two rebel vessels afloat that answered the description I gave him of the chase. This was at Pensacola upon the occasion of my reporting to the admiral with Captain Preble's despatch, mentioning the fact of the *Oreto's* running the blockade.

Question. What plainest, ordinary duty committed to an officer did I omit on the occasion of the chase?

Answer. I don't know of any, unless it is that you omitted to succeed in stopping her.

By the COURT:

Question. When you hauled off from the chase, what distance was the *Oneida* from you, and how did she bear?

Answer. I don't remember. She was very near; we were not far from each other. I think she was to the westward as I came out.

By Captain GEORGE H. PREBLE:

Question. What orders did I give you about carrying my dispatch to the admiral at Pensacola?

Answer. To carry the dispatch and to explain personally to the admiral all the details connected with the chase and escape.

Question. Were you ordered to take your station for the night, and leave the next morning, and to return as soon as possible?

Answer. Yes.

Commander James S. Thornton, U. S. Navy, was recalled into court, and his evidence having been read over to him he pronounced it correct, except that on page twelve (12) of the record he wishes to state, "that instead of leaving his station at the swash channel in obedience to signal from the *Oneida* to chase to the westward, he was returning to that station when that signal was made." Whereupon the witness withdrew.

TESTIMONY OF JOHN N. MAFFITT, ESQ., LATE COMMANDER, C. S. NAVY.

John N. Maffitt, esq., a witness called by Captain George H. Preble, U. S. Navy, was then introduced into court and sworn as a witness by the senior officer present and presiding officer of the court *pro tem.*

By Captain GEORGE H. PREBLE:

Question. What is your name and residence at this time?

Answer. John N. Maffitt; near Wilmington, N. C.

Question. Where were you on the 4th of September, 1862, and in what capacity?

Answer. In command of the Confederate steamer *Florida,* approaching the harbor of Mobile.

Question. Please give a narrative of the facts, as witnessed by yourself, of the *Oreto's* running the blockade on that day into Mobile Bay.

Answer. She was called the *Florida,* not the *Oreto.* I think it was about 3 o'clock in the afternoon when Fort Morgan was reported in sight, and also two steamers, evidently blockade steamers. Having determined, if possible, to enter the harbor, I did not change my course, but continued to advance. Both of them came out to meet me. When quite near the *Oneida* I was hailed and ordered to heave to immediately. I should say that a shot was fired across my bow previously to the hail. I declined in response to obey the order, and immediately received a broadside, the effect of which was to carry away all my hammock nettings and much of my standing and running rigging. The superior speed of the *Florida* enabled me to pass the *Oneida.* She continued her bombardment. One XI-inch shell passed through the coal bunkers on the port side, struck the port forward boiler, took off one man's head as it passed on the berth deck, wounding nine men. If it had exploded, which it failed to do, I no doubt would have lost every man in the vessel except the two men at the helm, as I had ordered all the crew below. Immediately after this a shot from the *Winona* entered the cabin and passed through the pantry; an XI-inch shell from the *Oneida* exploded close to the port gangway and seriously wounded the vessel. The fire from this vessel, the *Oneida,* increased in warmth and destruction, carrying away all the standing and most of the running rigging of my vessel. I endeavored to make sail, and succeeded so far only as letting fall the topsails. Several men were wounded in the rigging, the sheets and tyes shot away, so that I was not enabled to set the sails properly. At this moment I hauled down the English flag, under which I was sailing as a *ruse de guerre,* and gave the order to one of the helmsmen to hoist the Confederate flag. At that moment he was endeavoring to haul up the foot-brail of the spanker, and lost his forefinger with a shrapnel shot, so that my order in regard to the flag could not be complied with. During all this time shell and shrapnel were bursting over us and around us, the shrapnel striking the hull and the spars at almost every discharge. We made no effort at resistance, for, though armed, we were not at all equipped, having neither rammers nor sponges, sights, quoins, nor elevating screws, and many of the men and some of the officers sick with the yellow fever, from which disease the first lieutenant died in twenty-four hours after we got into port. When we anchored under the guns of Fort Morgan, shortly after sundown, the *Florida* was a perfect wreck, and only succeeded in escaping by the smoothness of the sea and her superior speed. The XI-inch shell which came in and passed along the berth deck entered 3 inches above the water

line, and if there had been any sea on our bilge pumps would not have saved the vessel from sinking. An idea of the damage done to the *Florida* may be comprehended by the fact that it took three months and a half to repair her—of course, with the limited facilities at our command in Mobile Bay.

Question. Had you any subsequent opportunity of ascertaining the relative speed of the *Oneida* and *Oreto* or *Florida?*

Answer. I did. I passed out of the harbor of Mobile on the morning of the 16th of January, 1863, I think, and was chased by the *Oneida* from daylight until 12 o'clock at night, and found no difficulty in escaping from her. The only vessel that gave us any annoyance was the *Cuyler*.

By the JUDGE-ADVOCATE:

Question. When the first shot was fired across the bow of the *Florida* or *Oreto*, what was your distance from the *Oneida?*

Answer. I think about 80 or 90 yards. I got as near as that because I was approaching her under English colors with a view of deceiving her.

Question. When you first made the two steamers *Oneida* and *Winona*, how did they bear?

Answer. The *Oneida* was directly ahead of me, bearing, I think, N. W. The bearing of the *Winona* I do not remember; I only paid attention to what I knew to be the commanding officer.

Question. At this time what was the bearing and distance of the entrance to the harbor of Mobile?

Answer. Sand Key [Island] light-house bore N. N.W.; my impression is that the distance was about 17 miles.

Question. When first fired at by the *Oneida*, what was the bearing and distance of entrance to the harbor of Mobile?

Answer. I should think about 13 miles, the same bearing; I never changed my course.

Question. Did you slacken your speed at all upon approaching the *Oneida?*

Answer. I increased it.

Question. How near did you pass the *Winona?*

Answer. I think about 600 yards.

Question. How long after passing the *Winona* was it before the shot from the *Oneida* was fired across your bow?

Answer. I can not tell the time. I don't think over three minutes.

Question. Were you hailed by the *Winona?*

Answer. I did not hear any hail from her.

Question. Did you inform the *Winona* in passing of the assumed name and character of your vessel?

Answer. I did not. If she hailed and any response was made, it was not to my knowledge, as I was in the port gangway attending to the *Oneida;* as I left the *Winona* so rapidly I considered my safe passage dependent only upon passing the *Oneida*.

Question. When you passed the *Winona*, how did she bear?

Answer. She was on my starboard quarter.

Question. When the first shot was fired from the *Oneida*, how was she heading?

Answer. She was apparently trying to cross my bow, I thought at first with the intention of running me down.

Question. Did any other vessel besides the *Oneida* and *Winona* take part in the chase of the *Florida*, or *Oreto?*

Answer. Yes. An armed schooner approached me on the port beam and fired several shots into me; the damages received from her were principally in my spars. She tacked out of the way of the *Oneida* and ceased firing.

Question. What was the draft of the *Florida?*

Answer. Eleven and one-half feet, which enabled me to make a short passage into the harbor by crossing over the tail of the shoal.

Question. At the time the broadside was fired into the *Oreto*, or *Florida*, what was your distance from the *Oneida?*

Answer. About 80 or 90 yards.

By the COURT:

Question. Was more than one shot fired across the bow of the *Oreto*, or *Florida*, from the *Oneida* before you received her broadside?

Answer. I think but one shot, so far as my memory serves me.

Question. State how the *Oneida* was heading and bearing when her broadside was fired at the *Oreto*, or *Florida.*

Answer. She was on my port beam and heading, I think, about N. N. W., nearly the course that I was.

Question. When you passed the *Winona*, how far distant were you from the *Oneida?*

Answer. Probably 400 yards or less.

Question. Did or did not the *Winona* fire a warning gun for the *Oreto* to heave to when you passed her and was nearest to her?

Answer. She did not.

Question. Which of the two, the *Winona* or the *Rachel Seaman*, did you pass first?

Answer. The *Winona.*

Question. How near did you pass the *Rachel Seaman?*

Answer. About 700 yards, I think.

By Captain GEORGE H. PREBLE:

Question. Is the log book of the *Florida* now in this or the State Department—the log book at the time you entered Mobile Bay?

Answer. It is not in either; it was dropped in 15 fathoms off Charleston.

The testimony of this witness was read over to him, and by him pronounced to be correct. The witness then withdrew.

[OPINION OF THE COURT.]

The court was then cleared and resumed its consideration and deliberation upon the evidence, and after full and mature deliberation of all the evidence, find the following facts to be established, viz:

1. That on the 4th of September, 1862, the U. S. S. *Oneida*, Captain George H. Preble, U. S. Navy, and the U. S. S. *Winona*, Commander Thornton, U. S. Navy, comprised the blockading force off Mobile Bar, and that at about 5 o'clock in the afternoon of that day, the *Oneida* being at anchor, and the *Winona* underway returning to her station from speaking the U. S. schooner *Rachel Seaman*, which vessel was from Galveston bound to Pensacola, black smoke was discovered to the southward and eastward, whereupon, at 5:15, signal was made from the *Oneida* to the

Winona to chase at discretion, and at 5:30 the *Oneida* got underway and stood toward the black smoke and cleared ship for action.

2. The *Winona* stood to the eastward, and soon after she, as well as the *Oneida*, discovered the black smoke to proceed from a steamer flying the English flag and pennant, and resembling in her rig, hull, and general appearance, and in all other respects a gunboat belonging to her Britannic Majesty's service, standing about N. W. for the entrance to the main channel of Mobile Bay. She approached and passed the *Winona* at full speed, at the distance of about 600 yards.

3. The *Winona* made no attempt whatever to compel the stranger to heave to, neither did she make any signal to the *Oneida* indicating her character, assuming from her general appearance that she was a friendly national vessel.

4. At the time the *Oreto* passed the *Winona*, the *Oneida* was about 1,000 yards distant in N. W. direction, directly in the course of the *Oreto*, heading to cut her off. Captain Preble had also unfortunately and erroneously concluded from the general appearance of the *Oreto*, and the circumstance of her passing the *Winona* unmolested, that she was an English man-of-war, and allowed her to approach at full speed and unaltered course without making the usual signal for her to heave to until she was within about from 100 to 200 yards of the vessel under his command, which had her helm astarboard, when he hailed her, fired three shots in quick succession, the first two across the stranger's bow, and the third at his forefoot. By this time the *Oreto* was about on his starboard beam or a little forward of it, and distant not exceeding 100 yards, both vessels standing on parallel courses toward the bar. Immediately after the third shot, the *Oreto* continuing on her course with unabated speed, Captain Preble opened his broadside upon her, pursued her, keeping up a continuous fire at her until she crossed, by her superior speed, Mobile Bar out of range of his guns, and he was compelled to haul off on account of shoal water and night approaching.

5. On the *Oneida's* firing the first shot, the *Winona* opened fire and continued it upon the *Oreto* and pursued her until she was obliged to haul off on account of shoal water.

6. The U. S. schooner *Rachel Seaman* also opened her fire upon the *Oreto* when she was within range of her guns.

7. That the fire of the *Oneida* was effective, as the *Oreto* had the greater part of her running and standing rigging shot away, which prevented her making sail; received an XI-inch shell between wind and water; had one man killed and ten men wounded, and was otherwise damaged; and that her final escape from capture or destruction was due to her superior speed, and the disabled condition of the *Oneida's* boilers, and a smooth sea.

And the court are therefore of the opinion that the culpability of Captain George H. Preble, U. S. Navy, consists in his omission, in order to avoid showing discourtesy to a national vessel bearing the flag of a friendly power, to warn or compel the *Oreto* to heave to on or immediately after she came within range of the guns of the blockading force under his command, and allowing her, under the erroneous conviction that she was a gunboat belonging to her Britannic Majesty's service, to approach at full speed, and to attain a position in such close proximity to the vessel under his command, before warning or using force to compel her to heave to, as to admit of, and which finally resulted in, her escaping into the Bay of Mobile.

In regard to the degree of culpability to be attached to Captain George H. Preble, U. S. Navy, the court are of the opinion that his fail-

ure to take any measures to heave the *Oreto* to, from the time she first came within gunshot range of the force under his command until he fired the first signal gun to heave her to, was, under the attending circumstances, and considering his antecedents as an officer, a venial violation of duty, and that when it became manifest to him that the *Oreto* intended to violate the blockade, he did all that a loyal, brave, and efficient officer could do to capture or destroy her.

WM. RADFORD,
Rear-Admiral, U. S. Navy,
Senior and Presiding Officer of the Court.

JAMES W. SHIRK,
Commander, U. S. Navy, and Judge-Advocate.

[Telegram.]

NEWS ROOM, *New York, September 5, 1862.*
(Received Washington, 3:40 p. m.)

Extract from letter dated Havana, 23d August:

A Confederate steamer of war called the *Florida*, a new vessel armed with eight rifled cannon, entered the port of Cardenas a few days ago and has obtained permission to repair there.

This is from a reliable source.

M. H. GRINNELL.

W. H. SEWARD,
Secretary State.

Order from Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, to proceed to the Gulf of Mexico without deviation, except in the case of search for privateers.

NAVY DEPARTMENT, *September 5, 1862.*

SIR: The Department can not see that any necessity exists for your remaining in England, therefore you will proceed to the Gulf of Mexico and report to Rear-Admiral Farragut for duty in his squadron. You will touch at Madeira and St. Thomas and make no deviation or delay except in pursuit of rebel privateers, two of which, the *Oreto* and *290*, are in the West Indies.

You can communicate the substance of these orders to his Excellency the American minister at London.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander TUNIS A. CRAVEN,
Commanding U. S. S. Tuscarora, London, England.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, of preparations to proceed to Nassau, New Providence, in obedience to orders.

U. S. S. CIMARRON,
Hampton Roads, Va., September 5, 1862.

SIR: The order of Admiral Goldsborough, received yesterday afternoon, to proceed with all dispatch to Nassau, New Providence, there to perform certain duties, etc., is being executed by me with all dis-

patch. I am now coaling and provisioning the *Cimarron* and making certain and necessary repairs to the engine and boilers. I hope to be ready in thirty-six to forty hours.

I take the liberty of stating certain facts, not in a complaining sense, but feeling it simply a duty I owe to the Department to make them. This steamer, as you are aware, was taken directly from the hands of the contractors when she went into commission, without trial or examination of any kind. She was deficient and defective in innumerable things, to wit: Her decks and hull were badly and defectively calked and consequently leak badly; she is deficient in the complement of chains necessary for the safe anchorage of the ship, being but 75 fathoms each in length; her drop ports are too light, and so badly constructed they are now falling to pieces and will soon have to be renewed; her steering apparatus almost a failure (but this I have partially corrected); it was formed of iron rods and chains passing under her decks and retained in its place with square iron hasps and holes in the bulkhead, causing great friction. The compasses can not be depended upon, the local attraction is so great it is almost impossible to obtain any certainty about it. As to the model of the hull, it is almost faultless for river and smooth-water navigation; her draft, with all her battery, ordnance stores, coal, provisions, the crew, and their baggage, is about 7 feet. I can not believe she can be a safe or a good sea boat, or that her speed, which is now respectable, would be one-half that it is now in a seaway. I would also say that her boat davits are so short and badly placed the broadside guns can not be used without destroying the boats by the concussion. I have glanced at some of the principal defects; to make a succinct description of them would take more time than the limits of this communication will permit. The material of which she is built is of the poorest kind, and a large proportion of it green timber. Her decks are built of what is termed in commerce third or fourth cullings, and not of the kind used in ships of war.

I hope the Department will receive this statement in the spirit which induces it, and with no desire, latent or otherwise, on my part to avoid any order or duty you may require at my hand to be performed by this ship.

The *Cimarron* is without doubt the best shallow river craft in the service and will for that very reason be the worst one for sea service.

My pilot informs me that he can take this steamer to Fredericksburg, to Suffolk, and if required could pass the Long Bridge and pass up near to the Chain Bridge in the neighborhood of Washington.

All of which I have the honor to submit for your consideration.

I am, very respectfully, your obedient servant,

M. WOODHULL,
Commander

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander M. C. Marin, U. S. Navy, commanding U. S. ship St. Louis, of his arrival at Lisbon, Portugal.

U. S. SHIP ST. LOUIS,
Lisbon, Portugal, September 6, 1862.

SIR: I have the honor to report the presence of this ship at this place, at which I arrived on the 8th ultimo, last from the island

of Madeira. Nothing occurs in this vicinity worthy of particular notice.

* * * * * * *

I am, sir, very respectfully, your obedient servant,

M. C. MARIN,
U. S. Ship St. Louis.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Instructions from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, appointed to command West India Squadron, regarding the protection of commerce in that vicinity.

NAVY DEPARTMENT, *September 8, 1862.*

SIR: The information that two or more armed vessels, without any recognized national flag, and which are understood to be owned by rebels, are cruising in the West Indies with a view to depredate on American commerce, renders it necessary that a naval force should be immediately sent thither to protect American vessels and American interests. One of these vessels, the *Oreto*, alias the *Florida*, fitted out in England, was recently at Nassau. The American consul there has from time to time given information of her suspicious character, and his conviction that she was designed for lawless purposes, but the British authorities, after an examination and trial, released her and permitted her to leave that port, and there is no longer any attempt to disguise her real character.

Another vessel has been for some time fitting out in Great Britain, and the attention of the English Government was called to her mischievous and illegitimate character, and after undergoing one or two investigations, having been released, she suddenly left when proceedings were again about to be instituted against her. This vessel has been known and designated as *290*, and is sometimes called the *Eureka* [*Enrica*].

The Department has information that other vessels are destined for similar purposes in the same quarter, and it is therefore essential that prompt and vigorous measures be adopted for annihilating these lawless depredators by their capture, and, if necessary, destruction.

You have been selected to command a squadron for this purpose, to be composed of the steamers *Wachusett*, *Dacotah*, *Cimarron*, *Sonoma*, *Tioga*, *Octorara*, and *Santiago de Cuba*. The last mentioned is now in the gulf, or attached to the Eastern Gulf Blockading Squadron. With these vessels you will proceed at once to sea, having in view the objects herein specified, and make your way to the Bahamas, in which vicinity you will have your first rendezvous. Your cruising ground will be the Western Indies and Bahamas, though you will not be restricted to these limits should it be necessary to pursue any privateer or enemy's vessel beyond them. Much must necessarily be left to your judgment and discretion.

While exercising your rights as a belligerent, you will observe and respect the rights of neutrals, always avoiding to give unnecessary offense while asserting the authority and enforcing the duties of your command. Let no provocation induce you to invade the maritime jurisdiction of any neutral power, and let all your acts be within the recog-

nized limitations of international law and regulations. With these precautions, unnecessary perhaps in your case, you will proceed to discharge the great trust committed to you of guarding and protecting the commerce of our countrymen, upholding and maintaining the honor of our flag, and conquering and capturing its enemies and assailants.

I enclose for your guidance a printed copy of instructions issued by this Department on the 18th of August last, which have been sent to the commanding officers of our squadrons who are enforcing the blockade. You will find these instructions adapted to the duties and service committed to you. Additional copies are furnished for each commanding officer of the respective vessels constituting your squadron.

As the danger to our merchant and shipping interest is pressing and imminent, it is the wish of the Department that you proceed at once on your cruise with such of the vessels as are available, without waiting for the others which will be ordered to join you. Those that are ready should be dispatched to their station immediately.

Commodore Lardner has been advised of the withdrawal of the *Santiago de Cuba* from his squadron, and of the assignment of the Bahamas, heretofore within the limits of his command, to your charge.

Communicate with the Department when opportunity offers. Dispatches for you will be sent to Havana.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore CHARLES WILKES, U. S. Navy,
Appointed to Command West India Squadron, Washington, D. C.

Order of Flag-Officer Bell, U. S. Navy, commanding Pacific Squadron, to Commander Stanly, U. S. Navy, commanding U. S. S. Narragansett, relative to the protection of California steamers.

U. S. FLAGSHIP LANCASTER,
Acapulco, September 8, 1862.

SIR: The station of the U. S. S. *Narragansett*, under your command, will be from Cape San Lucas to that part of the Mexican coast extending from Guaymas to Acapulco, including Mazatlan, San Blas, and Manzanillo. You will visit these several places as often as circumstances will admit.

The mail steamers, both from San Francisco and Panama, touch at Manzanillo on or about the 27th of each month. As these ships have generally a large amount of treasure on board, it is important that you should be at the latter place at this particular date. Manzanillo has no harbor defenses and it is here that an attempt might be made to seize these ships by a party, consisting of rebels and traitors to our country, many of whom, calling themselves American citizens, are prowling about this coast. It is necessary, therefore, that you should exercise the utmost vigilance in the examination of every vessel you may encounter in your cruise along the coast, in order to frustrate any attempts on the property of loyal citizens of the United States, or those of Mexico with whom we are at peace.

To render your ship as effective as possible, you will remain in port only long enough, from time to time, to refresh your crew and to replenish your stores. You must endeavor to economize your fuel by using your sails as much as possible, banking up your fires except when your

engines are absolutely necessary. By care on the part of the engineer, when sustained by the commander, a large portion of the fuel now expended could be saved.

I can not sufficiently impress on your mind the necessity of a courteous intercourse with the nationalities you may meet, afloat or on shore, and the strictest neutrality, which is necessary to be observed between belligerents.

You will be pleased to communicate with the flag at least once in twenty days, directing your letters to Panama. Should you have any information to communicate to the Government which will admit of no delay, you will write direct to the Secretary of the Navy, sending me a copy of your dispatches.

Very respectfully, yours,

CHAS. H. BELL,
Flag-Officer, Commanding Pacific Squadron.

Commander FABIUS STANLY,
Commanding U. S. S. Narragansett, Acapulco.

Instructions from the Secretary of the Navy to Commodore Wilkes, U. S. Navy, commanding West India Squadron, in view of depredations by Confederate steamers Florida (Oreto) and 290 (Alabama).

NAVY DEPARTMENT, *September 9, 1862.*

SIR: Though no particular limits in the West Indies are assigned to your command whilst pursuing the vessels of the rebels, yet your particular attention is called to the vicinity of the Bahamas, with your headquarters at Havana. Should the rebel vessels *290* and *Oreto* (now *Florida*) be captured or destroyed, and no other privateers are known to be in the West Indies, you will at once make the following disposition of your vessels and immediately return to Hampton Roads in the *Wachusett*, viz: *Santiago de Cuba* and *Sonoma* to Acting Rear-Admiral Lardner at Key West; *Dacotah* and *Octorara* to Rear-Admiral Du Pont at Port Royal, and the *Cimarron* and *Tioga* to Rear-Admiral Farragut at Pensacola.

It is presumed that the rebel privateers will endeavor to capture the treasure ships from Aspinwall, and your particular attention is directed to their protection.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commodore CHAS. WILKES, U. S. Navy,
Appointed to Command West India Squadron,
Washington, D. C.

Report of Commander McDougal, U. S. Navy, commanding U. S. S. Wyoming, that the rumor regarding Confederate privateer in Chinese waters is unfounded.

U. S. STEAM SLOOP WYOMING,
Macao, September 9, 1862.

SIR: I have the honor to report my arrival at this port on the 28th ultimo, three days from Manila.

The orders of the English Government still exist at Hongkong in

relation to the vessels of the Navy anchoring at that port, and not wishing to give them an opportunity to enforce the regulation as far as this ship is concerned, induced me to anchor her here, as I had it from a reliable source that the order would be rigidly enforced after twenty-four hours, should I go there. The requisite supplies of coal, bread, etc., I have had to procure from that place.

The rebel privateer reported in this sea proves a myth. The report, as far as I can learn, probably originated in supposing some of the many American steamers coming to China for the purpose of trade to be privateers, as all of them are more or less armed for their protection from Chinese pirates. I shall leave on the 11th for the north, touching at the intermediate ports.

I am happy to state the health of the officers and crew still continues good.

I have the honor to be, very respectfully, your obedient servant,

D. McDOUGAL,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Woodhull, U. S. Navy, commanding U. S. S. Cimarron, of detention for repairs at Port Royal, S. C., en route for Nassau, New Providence.

U. S. S. CIMARRON,
At Sea, Lat. 29° 20′, Long. 75° 15′, September 10, 1862.

SIR: On my passage to Nassau, New Providence, being about 300 miles from that port and about the same distance east of Port Royal, it was discovered that the engine frame was badly strained, many of the knees supporting it having been broken, and others shrunk or pressed off from their position, and the frame in consequence, from this cause, evidently had commenced spreading, thus throwing the engine out of line; we also carried away the gearing of our force pump and burst the supply pipe, leaving us nothing to depend upon but the donkey engine to supply the boilers, which upon trial proved inadequate to the full accomplishment of the work. This accident also deprived us of the use of the surface condenser. We find also on further examination that nearly all the deck (perpendicular) knees on both sides of the steamer amidships had also become displaced, loosened, and otherwise lessened the strength of the ship.

Under those circumstances I held a consultation with the engineers, the carpenter, and other proper officers, as to what had best be done, all things considered. The opinion arrived at was that in calm, moderate weather we might continue in this condition some little time longer without actually breaking down totally, but that the worst might be apprehended as certain should we encounter a gale or rough weather. Believing it my first and imperative duty to look to the safety of my command and not to encounter unnecessary risk, I determined after due reflection to proceed at once to Port Royal and there have the necessary repairs made if possible. I was governed in this choice from the knowledge I had that the Government had established a workshop at that port. Indeed, judging from a remark in one of my letters from the Department expressing a doubt as to the possibility of being permitted to coal at Nassau, I drew from it the conclusion that we might also be refused their mechanical aid.

I would also state the hull of the *Cimarron* is very much strained, and her weakness of construction is very apparent when she encounters a head sea. Her decks leak badly, and she is, from the very peculiarity of her model and low draft, without buoyancy or any quality requisite for a sea-cruising vessel. She rolls frightfully and at the slightest provocation; she does so to such a degree it would be risking a great deal to cast loose the heavy guns should the necessity arise making it desirable to do so. She does not rise on a sea, but disposes of it by scooping part of it in volume over her bows and passes staggering through the remainder. Her decks are never dry, and, owing to her waist being some 10 inches below her extremities, all the water accumulates amidships, filling up the space within a few inches of the top of the engine room combings, and the only provision made to relieve her is one small scupper. This I conceive is one of her most vital defects. Should she take over her several seas in succession, there being no proper facilities for getting speedily rid of the accumulations of water, her engine room would be swamped, her fires (being but 2 feet above the bilges) would be extinguished, and the consequences that would result are too patent to the mind of an experienced officer for further comment on my part.

The weather since we left Hampton Roads has been what might be termed fair sea weather, yet for this vessel it has been comparatively rough and trying. How she might behave in a storm it is of course difficult to say, but the opinion is, of all on board capable by their experience to judge, that she could not survive it, as it is believed her inherent weakness of construction would cause her destruction.

She steers wildly, constantly swinging two or three points either side of her direct course, and, in consequence of her low draft (being now about 6 feet 8 inches), has but little hold on the water, and her drift with a moderate breeze is very considerable.

The hull of this vessel is very low, flat floored, with very little dead rise. She breaks the water directly on the guards, which are not quite 3 feet above the water line, and are now rather shaky with the little experience she has had already. Her rudders are square blocks, apparently working through holes to receive them. They are a very poor contrivance, and if one might judge of the strength of the rudder by the work in sight, I confess very little faith in its lasting character.

I shall do all in my power to have the necessary repairs made in the shortest time possible, and will, without any delay, continue my voyage. I am sincerely anxious to do so, and feel this interruption a great and personal disappointment to myself. This is the first occurrence of the like nature that I have experienced in the many years I have commanded, and it has caused me painful concern. I hope the Department will consider my acting, under the circumstances, justifiable.

All of which I have the honor to submit for your consideration.

I have the honor to be, very respectfully, your obedient servant,

M. WOODHULL,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

[Endorsement.]

This vessel was built under the same supervision and specifications as the *Paul Jones* and *Port Royal*. The order of the Department was to have vessels of light draft of water, which, when obtained, is made the special complaint of this officer.

JOHN LENTHALL.

Order from Secretary of the Navy to Captain Green, U. S. Navy, commanding U. S. S. Jamestown, to proceed to the East Indies for the protection of American commerce.

NAVY DEPARTMENT, *September 11, 1862.*

SIR: As soon as the U. S. sloop of war *Jamestown*, under your command, is in all respects prepared for a cruise, you will proceed with her to the East Indies via the Cape of Good Hope. On your way out you will touch at Rio de Janeiro and Montevideo. At the latter place the U. S. S. *Pulaski* will most probably be found. The Department designs to dispose of this steamer either at public or private sale, as may be most advantageous, unless upon an examination and survey of her by a board of competent officers you shall be of opinion that she is in a condition, or can be made so economically, for efficient service on the coast of Brazil. If you deem it advisable to sell her, you will direct her officers with such of her crew as enlisted in the United States to return home by the first suitable conveyance. The remaining part of the crew can be paid off and discharged.

Your special object in the East Indies will be the protection of American commerce in those waters from piratical cruisers or rebel privateers, and for the better accomplishment of this object the Department will not restrict your cruising ground to any definite limits but leave the matter to your discretion. You will remain in the East Indies and on the coast of China until receiving further orders from the Department.

I transmit herewith for your guidance a copy of instructions to our cruisers, issued by the Department on the 18th ultimo. You will keep the Department advised of your movements. Any communications that it may have for you will be directed to Macao.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Captain CHARLES GREEN, U. S. Navy,
Commanding U. S. Sloop of War Jamestown, Philadelphia.

Report of Captain McKinstry, U. S. Navy, commanding U. S. S. Dacotah, of arrival at Nassau, New Providence, en route for Key West, Fla.

U. S. S. DACOTAH,
Off Nassau, New Providence, September 14, 1862.

SIR: In compliance with the order of the honorable Secretary of Navy, I have to report the arrival of this steamer. For the purpose of procuring coal I shall proceed to Cochrane Anchorage, and after making some repairs to the engine, will proceed to Key West.

Very respectfully, your obedient servant,

J. P. MCKINSTRY,
Captain, U. S. Navy.

Commodore CHARLES WILKES,
Commanding West India Squadron.

[Telegram.]

ALBANY, N. Y., *September 16, 1862—5:30 p. m.*
(Received Washington, 6:30 p. m.)

SIR: If there is anything in the statement of the New York World of this morning in reference to rebel vessels, and I have information

from a most respectable source which goes to corroborate it, I am sure the new ironclad Government steamer can be put to no use more important for all interested than by placing her at once in New York Harbor, which I earnestly request.

E. D. MORGAN,
Governor of New York.

Hon. GIDEON WELLES,
Secretary of Navy.

Letter from Secretary of the Navy to Hon. E. D. Morgan, governor of New York, regarding the protection of New York Harbor by an ironclad.

NAVY DEPARTMENT, *September 17, 1862.*

I have the honor to acknowledge the receipt of your telegraphic dispatch dated Albany, September 16, 5:30 p. m., suggesting "that the new ironclad Government steamer can be put to no use more important for all interested than by placing her at once in New York Harbor." The steamer referred to is probably the *New Ironsides*, now at Philadelphia, where her presence is most earnestly requested by Governor Curtin.

The *Galena* and *Monitor* are guarding the entrance of the James River in anticipation of the *Merrimack No. 2*. Under these circumstances it would seem to be impossible to comply with your request.

In this connection I desire to present for your consideration a letter addressed by this Department to the chairman of the House Naval Committee, dated March 25, 1862; also, as bearing on the same subject, the letter of General Totten, dated May 10, 1862, addressed to the Secretary of War and communicated to the House.

I am, respectfully,

GIDEON WELLES,
[*Secretary of the Navy.*]

His Excellency E. D. MORGAN,
Governor of New York.

[Telegram.]

NAVY DEPARTMENT, *September 20, 1862.*

What is the cause of your detention at Hampton Roads? The *Oreto* has got safely into Mobile, and the *290* must be nearly to Bermuda or Nassau. Let one or two of your vessels touch at Bermuda. There should be no further delay in your movements.

GIDEON WELLES,
Secretary Navy.

Commodore WILKES,
Hampton Roads, Va.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Secretary of the Navy, suggesting means for securing coal.

FLAG STEAMER WACHUSETT, *September 21, 1862.*

DEAR SIR: My anxiety to get off has been very much increased from the condition of the machinery of this steamer. We have burst some tubes since leaving the Potomac. Every exertion has been made by the engineer to repair damages and to limit the repairs, as well as obviate the necessity; some of these it became absolutely necessary to make before putting to sea, where the machinery must undergo many severer trials than it has had while on the river service. I can not flatter myself or the Department that the vessels are as efficient as they ought to be for the service on which we are to be engaged. We shall do the best possible with them.

Coal is one of the first considerations which forces itself upon me, in looking to the wants of the squadron, and the danger of having communication with The Havannah to coal during the existence of the yellow fever. I would suggest to you that there is a most excellent harbor on the coast of Florida, about 42 miles north of the Carysfort light-house, which is admirably adapted for the purpose of coaling. It is called Turtle Harbor; has over 25 feet depth of water, and well secured from sea and winds. It is easy of access, and what is of more consequence, very near to the northwest New Providence Channel. Carysfort light-house is sighted by almost every vessel passing through the Florida Straits. If the Department could send me immediately two or three schooners with cargoes, say 1,000 or 1,200 tons, it would obviate all necessity of resorting to The Havannah for coal, until such time as the fever had ceased. This harbor is well shown on the charts of the Coast Survey, and recommended as a harbor of refuge in the Coast Pilot and sailing directions. It will not take vessels longer to make it than Fernandina from the Northern ports. I shall look into it, if my time will permit. You will see that it lies more conveniently for coaling than any other point on the coast for vessels passing through the Florida Straits.

If the Department decides on sending the squadron a supply there, I beg that I may receive information by the *Octorara* relative thereto. A telegraph message will reach her after you receive this. It will enable me to make my arrangements accordingly.

Very respectfully,

CHARLES WILKES,
Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

Instructions from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Wyman, commanding U. S. S. Wachusett, relative to boarding and searching vessels, with enclosure on the same subject.

U. S. S. WACHUSETT,
Hampton Roads, September 21, 1862.

SIR: I send herewith a copy of printed directions for your guidance in boarding and searching vessels of all descriptions and nations. These you will attentively study; they will be your main guide in the performance of the duties you are about to enter upon.

You will particularly examine and scrutinize the character and cargoes of every vessel, and keep a full and minute record of every circumstance connected with your operations. Your boarding officer must be furnished with a memorandum book, in which to insert the time and place of boarding, and all the questions asked and replies given, so as to trust nothing to memory. The officer will be considered as making a confidential communication to and for you, to be imparted to no one else. No one but the boarding officer will be permitted to have access to it. The contents of this will be copied in a boarding book, to be kept by yourself, extracts from which will be forwarded to me on every available occasion. No officer but the boarding officer is to be permitted to board, or receive or convey any communication, letter, or papers to or from any vessels, except through you.

Enclosed you will also find prize letters, which you will be particular in filling up, and observe all the requirements therein, especially in reference to the transfer of the prize crews, as found on the third page.

In the event of searching any British vessels, under the suspicion of being slavers, you will be governed by the treaty of the 7th April of this year, between the United States and Great Britain, and all slaves captured are to be disposed of in accordance with the arrangement between the United States and Denmark. Printed copies of these documents are enclosed.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Commanding West India Squadron.

Commander R. H. WYMAN, U. S. Navy,
Commanding U. S. S. Wachusett, West India Squadron.

[Enclosure.]

Further explanatory instructions for commanding officers in boarding and searching vessels.

The Navy Department directs—

That you visit, without regard to their clearance or destination, all vessels not being public armed ships of war of foreign powers; and that in the case of all vessels carrying cargo or engaged in commerce, and not being regular mail steam packets engaged in the regular and stated mail service of foreign governments, you will, during the visit, exercise the unquestioned belligerent right of search, and if, upon direct search, it shall appear that arms or contraband of war constitute the cargo or such part thereof as would render aid to the enemy, then you will exercise the no less unquestioned belligerent right of seizing such vessel and cargo and send in the same for adjudication.

This, being an ungracious task, should be done in a spirit and manner not offensive. Judgment and discretion must be exercised. To seize does not necessarily involve condemnation. The courts will adjudge the whole question of prize or no prize.

The more specific and detailed instructions recently transmitted will guide the officers in their duty.

The Department has made it a special object to obtain and communicate to the commanding officers of the squadron enforcing the blockade information in regard to vessels which were preparing, or believed to be preparing, to give aid to the insurgents. This information, derived in various ways, may not always be authentic, and is of such a character as should not be communicated to the captured parties. It is a mere indication to our own officers to guide and assist them in their duties. A search will corroborate and confirm the intelligence, if correct; and without a search that shall furnish reason to believe the vessel has contraband of war, or is designed to violate the blockade, or in some way aid the insurgents, she should not be seized.

The above explanation is made "because it has been intimated that some officers construed the indication that was given them of a suspected vessel into an order for her seizure without a search. Others

appear not to have informed themselves of the belligerent right of search, and by a culpable omission of its enforcement have permitted vessels which it was their duty to have seized to pass unmolested."

It is to avoid a repetition of these errors that this communication is made in detail.

CHARLES WILKES,
Commanding West India Squadron.

U. S. S. WACHUSETT, *September 21, 1862.*

Letter from Secretary of Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding shipment of coal.

NAVY DEPARTMENT, *September 25, 1862.*

SIR: Turtle Harbor, referred to in your note, is but about 7 miles north of Carysfort Reef instead of 40. Instructions have been given to the navy agent at New York to take up vessels and ship 2,000 tons of coal to Turtle Harbor for the use of your squadron. It is not known that he will be immediately successful, but should he not, you shall be advised by the *Vanderbilt.*

The Department desires you to have an examination made to see if anything can be saved from the *Adirondack.*

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Order of Secretary of the Navy to Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, to proceed to the relief of U. S. S. Kearsarge in preventing the escape of the C. S. S. Sumter.

NAVY DEPARTMENT, *September 27, 1862.*

SIR: On Tuesday next, the 30th instant, you will leave the navy yard and proceed with all practicable dispatch with the U. S. steam gunboat *Chippewa* to Algeciras, Spain, and relieve the U. S. steam sloop of war *Kearsarge* in watching the rebel steamer *Sumter.*

To prevent the escape of this vessel is your first and principal duty. Should the *Sumter* be dismantled, you will report to the Department all the facts and await orders at Algeciras.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander ANDREW BRYSON,
Commanding U. S. Gunboat Chippewa,
Navy Yard, Washington, D. C.

Report of Acting Volunteer Lieutenant Upton, U. S. Navy, commanding U. S. store bark Release, of serious depredations committed by Confederate vessels in the vicinity of the Azores.

U. S. STORE BARK RELEASE,
Cadiz, September 28, 1862.

SIR: I have the honor to enclose to you a copy of a letter from Mr. Dabney, U. S. consul for the Azores, received by me on my arrival at the port of Fayal on the 15th instant.

It seems that the rebel privateers have been committing serious depredations near those islands. The information is very meager, however, but from what I could learn there are two steamers, one bark rigged, the other schooner or brigantine, the latter iron or ironclad (the report is ironclad); both have elevating smokestacks, which they keep down most of the time while cruising.

I am inclined to believe this to be your old acquaintance, *290*, but as there was a favorable wind for starting the same day I arrived, I was not able to make a stay for very extensive enquiries.

I am, sir, very respectfully, your obedient servant,

DANIEL P. UPTON,
Acting Volunteer Lieutenant, Commanding.

Commander T. A. CRAVEN, U. S. Navy,
Commanding U. S. S. Tuscarora.

[Enclosure.]

CONSULATE OF THE UNITED STATES FOR THE AZORES,
Fayal, September 15, 1862.

SIR: I beg to call your attention to the following:

The whaling brig *Eschol*, Robertson, master, of New Bedford, Mass., arrived at this port on Saturday evening last, 13th instant, and the captain reported yesterday that on Tuesday last he was off the western end of Flores when the lookouts at the masthead reported two steamers. He, ascending with a glass, made out that the smokes they had seen were not caused by steamers, but by the hulls of two burning vessels. After a while he made out a vessel which he supposed to be a steamer, from the length of the hull and the distance between her masts, and also, after continuing his course some time, a whaling bark and a hermaphrodite brig or topsail schooner. Later he saw the bark set on fire and wrapped in flames, and concluding the steamer to be an American rebel privateer or so-called Confederate Government vessel, he kept close to the shore, determined to run his brig upon the coast sooner than have her captured.

At about 5 p. m. he spoke a boat belonging to the island of Flores which had been to the wreck to save what was possible, and from the men in it he learned that the two vessels first burned had been towed out from under the land in the morning and then fired when 6 or 7 miles from shore; that one of them was a Fayal and Boston packet belonging to Wellfleet (doubtless the little schooner *Starlight*, which sailed from here about a week previous), with passengers, and that the hermaphrodite brig was a Portuguese, saving what she could from the wrecks. These men also reported that another steamer had burned four vessels, whalers, off the eastern end of Flores the day previous, and on the Friday previous the whaler *Ocmulgee*, which at the time had a large whale alongside. The last that Captain Robertson saw of the steamer was that she was standing under sail to the N. E., the wind at the time being

easterly and she to leeward of the island. None of the vessels had colors set.

I have no doubt that this steamer is one of two which were at Terceira some three weeks since, and which, under English colors, outside the harbor received munitions of war from a bark also under English colors, preventing all intercourse with shore and disregarding the objections of shore authorities, and which afterwards entered the harbor and there took in coal from the bark. At this time of the year it is the custom for the North Atlantic whaling fleet to touch at these islands for supplies. This fact is doubtless known to these depredators, and I think it probable, therefore, that they will cruise in these waters for some weeks. I have also heard to-day from England that certain parties in these islands are going to keep coal, evidently to supply Confederate steamers, as they know that such alone are debarred from obtaining supplies at my coal depot here; and from all these circumstances I reason that it is of the highest importance to our commercial marine to have some swift and powerful steam vessels of war in these waters. Sailing vessels would be worse than none at all, as they would be more likely to fall a prey to these steamers than to capture them.

As you report the U. S. steamers *Tuscarora* and *Kearsarge* in Spanish waters, at Cadiz or Algeciras, I think that you can serve our country in the most available manner at present by immediately proceeding in search of one or both, and reporting this statement to them, that they may at once, if their orders will permit, start in pursuit of these cowardly robbers.

I remain, sir, with much respect, your obedient servant,

CHAS. W. DABNEY.

Lieutenant D. P. UPTON, U. S. Navy,
U. S. S. Release, in port.

Report of Acting Volunteer Lieutenant Upton, U. S. Navy, commanding U. S. store bark Release, of the rumored presence of the steamer 290 (Alabama) and other suspicious vessels in the vicinity of the Azores.

U. S. STORE BARK RELEASE,
Cadiz, September 29, 1862.

SIR: I have the honor to inform the Department of my arrival here from Fayal under the following circumstances:

I sailed from this port on the 15th instant for Boston, thinking I might possibly gather some information regarding the movements of the suspicious steamers which have lately cleared from England and evaded our vessels. I concluded to stop at Fayal and make enquiries. On my arrival, at 2 p. m. on the 15th instant, Mr. Dabney, U. S. consul, immediately informed me of the depredations committed by rebel privateers in those waters, only a few days previous, and strongly advised me, if I deemed prudent to go to sea, that I should return and advise Commanders Pickering and Craven of the proceedings.

Considering the importance of informing the United States officials in Europe of the affair, I deemed [it] advisable, as this vessel is a good sailer in ballast trim, to run the risk of capture, and accordingly, the night being very dark, at 9 p. m. extinguished all lights, got under way, and stood to sea, leaving word at Fayal that I was going off Flores to

cruise. In the morning we were to northward of Graciosa and with a fine breeze were soon clear of all immediate danger.

There seems to be but little doubt that one of these steamers is iron or ironclad and from the description resembles the *290*, both of them elevating smokestacks, which they lower while they cruise under sail with very easy steam.

I enclose a copy * of Mr. Dabney's letter for the information it may convey to the Department.

I am, sir, very respectfully, your obedient servant,

DANL. P. UPTON,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

Report of Commander Marin, U. S. Navy, commanding U. S. ship St. Louis, of destruction of American vessels by Confederate steamers Alabama and Barcelona, near the Azores.

U. S. SHIP ST. LOUIS,
Lisbon, Portugal, September 28, 1862.

SIR: Information has just reached me of the destruction of a number of American vessels in the vicinity of the Azores by the rebel steamers *Alabama* and *Barcelona*. I shall sail by the first favorable wind for that point in pursuit of these rebels, whose acts seem mostly of a piratical character. The information coming to our minister, the Hon. J. E. Harvey, and directly from Charles W. Dabney, esq., our consul for the Azores, leaves no ground for doubt, and indeed the accounts given by the masters of the several vessels destroyed have reached the legation here.

From the accounts given by our acting consul at the island of Terceira, one of the group, I judge that these steamers have been supplied with their armaments and munitions by English hands through a ship or bark bearing the English flag in one of the ports or bays of the island.

Both steamers are represented as bark rigged. The *Alabama* is described by the master of one of the captured vessels, who was a prisoner on board, as follows: Wooden ship, long, narrow, and straight; bark rigged. Some would call her barkentine rigged when her mainsail is not set, as the mainsail has a long drop, but I am positive that her mainsail is square. She may be known by the long drop to her fore and mainsails and her topgallant sails being broad and with very short hoist. The crew are all English and Irish.

This account may serve the Department in information to other cruisers, and I will take every opportunity, when I reach the islands, of communicating any further desirable information that I may obtain.

I have the honor to be, your obedient servant,

M. C. MARIN,
Commander, U. S. Ship St. Louis.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* See preceding letter.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of readiness of that vessel for sea.

U. S. S. OCTORARA,
Hampton Roads, September 28, 1862.

SIR: I have the honor to report that the repairs of the machinery of this vessel have just now been completed and that we will sail to-day for our destination, via Port Royal.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of arrival at Bermuda, West Indies, and giving information regarding the Confederate steamer 290.

U. S. FLAG STEAMER WACHUSETT,
Bermuda, September 29, 1862.

SIR: I have the honor to inform the Department that I arrived at this island on the evening of the 27th and anchored in the outer roads, with the *Sonoma* and *Tioga* in company; all well. There are seven steamers here under the British flag who are preparing to run the blockade. *No. 290*, or the *Eureka* [*Enrica*], is expected here. From the accounts I receive of her she has but little speed, and is generally believed it is the intention to run the blockade instead of becoming a cruiser under the Confederate flag; at least, the agent here has [believes] her employment is to be such. I do not believe she will prove any match for even one of our gunboats. If she has an armament, it was not mounted when she left England. We shall endeavor to intercept her before she reaches the colonial waters of her Britannic Majesty.

I shall leave here in a day or two and proceed to carry out your instructions with all activity.

Very respectfully, your obedient servant,

CHARLES WILKES,
[*Acting*] *Rear-Admiral and Commanding West India Squadron.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to blockade runners at Bermuda, West Indies.

FLAG STEAMER WACHUSETT,
At Bermuda, September 29, 1862.

DEAR SIR: I take the first opportunity which offers to inform you of my proceedings since leaving Hampton Roads, which was shortly after I received your last telegraphic dispatch, to which I had not time to reply, and if I had I should not have been able to give you all the reasons which caused the delay in our sailing, although I flattered myself

that we had exerted every nerve to get ready to be off. I had a full knowledge of what the difficulties [were], which were scarcely to be imagined by the Department. Your telegram relative to Bermuda satisfied [me] I had better touch at it to see how things were here, as it would be but a short distance out of my way to the Bahamas, and from the information I had relative to the movements of those intending to run the blockade, it was their principal depot of arms and munitions of war. In this I have not been mistaken. We have found seven vessels, all steamers, nearly or quite ready to sail, and the very evening of our arrival two of them were giving farewell parties before leaving. This they have not done yet, nor are they likely to do without our knowing it and having a chance at least of capturing them before they get far from the island. They are all under English colors, but make no secret of their intention to run the blockade with arms and munitions of war. Their names are as follows, viz: The *Minho*, *Mary Pinkney*, *Phœbe*, *Gladiator*, *Merrimac*, *Washita*, and another small one whose name is not recollected at present. Several are expected from Europe and are to touch here; among them the *290*, or *Eureka* [*Enrica*], and the probability is that they will be here soon if what I hear here is to be relied upon.

I was surprised to learn from Mr. Allen, the consul, that he had here some 1,200 tons of coal owned by the Government, and that it was ready for us to take. I doubted in my own mind whether there had not been a notification on the part of the British Government that neither the United States nor the so-called Confederate States would be allowed to have depots of coal in any of her British Majesty's colonial ports, and as the Department had made no mention of it in these instructions I was doubtful of the existence of such a regulation. The consul readily offered to examine his files, and there he found the notification by the government of this island to him dated 19th February last. It thus would have the appearance that I had sought this port to fill up the vessels from the depot, although I had been, up to the time of my arrival here, entirely ignorant of there being any coal here.

I had entered the harbor with this vessel and the *Tioga*, leaving the *Sonoma* to cruise off and on to prevent the escape of the vessels who intend to run the blockade, both of these vessels requiring to have their journals overhauled, as well as pillow blocks to the shafts and the tubes to be replugged, and fires of course drawn. After being at anchor an hour I received a dispatch from the governor having printed extracts of her Britannic Majesty's proclamation for my information. I acknowledged its receipt, and that I should have the honor to pay my respects to the governor in the afternoon at Hamilton House, 12 miles distance.

On our entrance into the port no national flag was exhibited from the flagstaff, as is usual on the entrance of men-of-war of foreign nations throughout the world, and his Excellency's dispatch was delivered to me by a person in ordinary dress, and no official characteristic about him; these it is true were insignificant signs, and under other circumstances might not have been observed. I, however, had made up my mind to give them no cause on our part whatever to find fault, and therefore at once dispatched an officer to offer the customary national salute if it would be returned; this was gladly and civilly accepted and the salute fired, and returned gun for gun.

I made my visit to the governor accompanied by Mr. Allen, the consul, Commander Wyman, and my aid, Lieutenant Todd. We were politely received, and the visit of an hour passed off very pleasantly.

I told him I had received of course his note, but the next day being Sunday, I presumed he did not desire we should begin coaling (which under the regulations we were permitted to a certain extent to do). He said certainly not, and intimated he left it to my own option so far as the repairs, etc., were consistent with the Queen's proclamation. He was gentlemanly and kindly disposed, and seemed greatly interested in the progress of the rebellion, and hoped the satisfactory news I had brought him in the papers of late date, which I had sent him with my dispatch, would soon bring the war to a conclusion. It occurred to me that if I took the coal from the consul it might appear as if the Department had sent the vessels, and on consultation with him I found he agreed with me. So, after consideration, I directed him to sell it to a bona-fide purchaser and to again purchase what we wanted for the vessels, so that there should be no depot in fact of that article by the Government here, and if so, it had been broken up. As we could not take it all, I have chartered a vessel to take upward of 300 tons to be delivered to the squadron in the New Providence Channel at one of the cays, or to carry it to Turtle Harbor. This will effectually, I hope, guard the squadron against visiting any port where there is yellow fever and ease the Department's mind relative to guarding against this danger.

By this course of the coal changing hands and the breaking up of the depot which really existed here, although it had not been resorted to, an apprehended difficulty, I hope, has been avoided, and we are now taking in the coal; of course we shall not raise the question ourselves, but if it should be raised against me I think I can make a good case of it, and neither compromise the Government or myself, or the consul, although the fact of which I was ignorant or uninformed, about the existence of the supply being here, would scarcely obtain credence. I shall trust that no difficulty can now occur to place us in any doubtful point of view, and I believe as far as outward appearances go that they are less inclined to cavil at the North than they were, although the whole population of this island, strange to say, are with but very few exceptions strong sympathizers with the Southerners. This is shown in many cases, and it is not to be wondered at when nearly all the influential islanders are more or less interested in running the blockade. The presence of the force here has produced a wonderful effect in their stocks in trade, and their jubilant actions have terminated in distress. It is undoubtedly their intention to make their escape at night by one of the many passages through the extensive reef which surrounds this island, but I trust we shall be equally sharp to prevent their getting off. They little anticipated the delays they will be subjected to. I shall leave one or both of the gunboats now with me here for a time.

I suppose the Department of State is aware that the legislature of the island have passed a law not to permit any more arms or ammunition to be transshipped or exported from this island, and that the approval by the Crown is daily expected here. It will be a great object to prevent the sailing of these vessels until the law shall go into effect. It is believed that as soon as it arrives the Governor will issue his proclamation to carry it into effect, when the arms and ammunition will have to be landed again, and, from what can be known, there appears to be no doubt but that they compose the principal bulk of these cargoes. Having provided for the detention of these vessels, or their capture if they venture to leave the island ports, I shall proceed as soon as we have coaled to the rendezvous which I have appointed in

the Providence Channel, where I hope to be equally fortunate in controlling their contraband trade. I have much information connected with their operations and believe it is to be relied upon. I shall soon be able to sift it for myself. I think there is little doubt but that the *290*, or *Enrica*, is destined for this place. It is understood her first stopping place is the Western Islands, but I should rather believe it to be the Cape Verde, and thence toward the West Indies. It is, however, useless to speculate on her movements. There is an agent of the Confederate States here who avows openly that she will touch here. I hope she may. The performance of the vessels (gunboats) has been satisfactory and they are getting in good fighting order. They lack, if anything, speed; at least, do not come up to my expectations. We have not as yet been able to get over 11 knots. This is considerably beyond what any of the steamers lying now in port can accomplish.

I believe I have now given you all that will be interesting, and my next dispatch will be from The Havannah.

I am, with great respect, yours,

CHARLES WILKES,
[Acting] Rear-Admiral, commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT, *September 30, 1862.*

Report to Acting Rear-Admiral Wilkes that 2,000 tons of coal will leave immediately for Turtle Harbor. The *Cimarron* is repairing at Port Royal. Acting Rear-Admiral Lee will give you men. Do not delay your departure. You should have written about the men the first day you took command.

GIDEON WELLES,
Secretary of the Navy.

Commander N. COLLINS,
Commanding U. S. S. Octorara, Hampton Roads, Va.

Report of Captain McKinstry, U. S. Navy, commanding U. S. S. Dacotah, of cruise, and enclosing correspondence with authorities at Nassau, New Providence, concerning coal, etc.

U. S. S. DACOTAH,
Key West, September 30, 1862.

SIR: In compliance with the orders of Rear-Admirals Goldsborough and Lee, with telegrams from the Department accompanying them, dated on the 4th and 5th instant, I left Hampton Roads on the evening of the 6th and arrived off Nassau, New Providence, on the morning of the 14th. The run to the latter place, having been prolonged by the indifferent workings of the engines and bad weather, reducing the quantity of coal on board, the U. S. consul was requested to obtain a supply. Copies of the consul's letter and the reply of the colonial authorities are enclosed, marked Nos. 1 and 2.

To the arbitrary and unusual assurance required by the governor of

the Bahamas I was compelled, most reluctantly, to assent, having so small an amount of fuel on hand. The consul's reply thereto, marked No. 3, is enclosed.

About 20 tons of coal was taken from the American ship *Esther*, at anchor off Nassau, when a rough sea induced me to cast off from her, and the following day proceeded to this port, arriving on the 18th instant, where the stores were replenished and the steamer made ready for sea.

Not hearing from Commodore Wilkes, for whom a letter, detailing the steamer's movements, was left with the U. S. consul at Nassau, I consulted with Real-Admiral Lardner and proceeded to sea on the 23d instant, touching at Havana on the 24th for eight hours, and from thence cruised between the Tortugas and Havana until the 28th instant, boarding and speaking several vessels, a tabular list of which is transmitted by this mail.

In the absence of Commodore Wilkes I shall proceed to sea and execute such orders as Rear-Admiral Lardner may deem expedient.

I am, sir, with great respect, your obedient servant,

JAMES P. MCKINSTRY,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

No. 1.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
September 14, 1862.

SIR: I have the honor to acknowledge the receipt of your note, card, and dispatches this morning. I have written to the governor asking permission for you to remain and coal at this port, which will undoubtedly be granted.

If you have time to see Captain Wilson, of the *Spiteful*, before he leaves, and will get his sanction, addressed to Commissary-General Goldie, you may get coal from the American ship *Esther*, anchored near you. If not, Mr. Rahming, whose agent accompanies this boat, will be glad to make terms with you to put on board 100 tons or more of good Sydney coal for $12 per ton, and give you quick dispatch.

I am quite *hors de combat* with a severe cold, contracted at the wreck of the *Adirondack*. I should much like to see you and hope to do so ere long. I see the *Spiteful* is under way, and therefore your best chance, I think, is with Mr. Rahming.

I have the honor to be, sir, your friend and servant,

SAML. WHITING,
U. S. Consul.

Captain J. P. MCKINSTRY,
Commanding U. S. S. Dacotah, off Nassau, New Providence.

No. 2.

COLONIAL SECRETARY'S OFFICE,
Nassau, September 15, 1862.

SIR: In reply to your letter of the 14th instant, I am directed by his Excellency to say that he is quite willing to accord the hospitalities of the harbor to the *Dacotah*; but that if she has malignant fever on

board his Excellency requests she may proceed to Salt Cay (3 miles off).

With regard to allowing her to coal, his Excellency will willingly grant this, after receiving the written assurance of the captain that at no time within ten days after leaving the port will she be cruising within a distance of 5 miles from any of the islands of the Bahama Government. But without this assurance the permission will not be given.

I have the honor to be, sir, your obedient servant,

C. R. NESBITT,
Colonial Secretary.

SAML. WHITING, Esq.,
U. S. Consul, etc., Nassau.

No. 3.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
September 15, 1862.

SIR: I have the honor to acknowledge the receipt of your Excellency's dispatch of this date, a copy of which was promptly sent to Captain McKinstry, and I enclose his reply.

The *Dacotah* is in urgent need of fuel, and, in his emergency, Captain McKinstry has been compelled to give the unusual assurance your Excellency has seen fit to require. I am authorized to state that perfect health prevails on board the *Dacotah*, and that her commander wishes to coal from the ship *Esther*. He requires about 60 tons of fuel to enable him to reach a friendly port.

I have the honor to, be your Excellency's obedient servant,

SAML. WHITING,
U. S. Consul.

His Excellency Governor BAYLEY, etc.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of the attitude of the British authorities in the port of Bermuda, West Indies, in regard to the anchoring of that vessel.

U. S. S. SONOMA,
Off Bermuda, October 1, 1862.

SIR: I have to report, in accordance with your wishes, that as I was in the act of anchoring in Five Fathom Hole, off the harbor of St. George, just before dark on the evening of the 30th ultimo, a boat was discovered quite close to us, but not near enough to understand the hail from the officer commanding it. Upon anchoring, the boat came alongside and an English lieutenant from H. B. M. S. *Desperate* came on board, and in a brusque and imperious manner stated that he belonged to H. B. M. S. *Desperate*; that it was the governor's orders and the admiral's wishes that I should not anchor, but go into St. George that night; stating further, if I did not then go in I could not go in at all, but must weigh anchor and go to sea. I replied that I had anchored; that as it was then dark and the pilot was unwilling to take me I could not then enter the harbor. As for orders, while in the vicinity of my admiral

I knew no authority but his, and that I should immediately communicate with him. The officer enquired if this was my reply, and upon being informed that it was, left the *Sonoma* and pulled toward the *Desperate*, when I proceeded at once into the harbor in my gig and reported the occurrence to you.

Very respectfully, your obedient servant,

T. H. STEVENS,
[*Commander, U. S. Navy.*]

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Acting Volunteer Lieutenant Upton, U. S. Navy, commanding U. S. storebark Release, of departure from Cadiz for Gibraltar Bay to watch C. S. S. Sumter, and enclosing letter from Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora.

U. S. STORE BARK RELEASE,
Cadiz, Spain, October 1, 1862.

SIR: I have the honor of informing the Department of my departure from this port for Algeciras this day, in compliance with orders received from Commander Craven, of the *Tuscarora*, to proceed to Gibraltar Bay and watch the *Sumter*.

I shall there await further orders from a senior officer or from the Department. I enclose a copy of Commander Craven's letter to me on the 29th ultimo.

I am, sir, very respectfully, your obedient servant,

DANL. P. UPTON,
Acting Volunteer Lieutenant, Commanding.

Hon. GIDEON WELLES,
Secretary of Navy.

[Enclosure.]

U. S. S. TUSCARORA,
Cadiz, September 29, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 28th instant, with the accompanying copy of a communication from the U. S. consul at Fayal, respecting the depredations on our commerce by certain pirates in that vicinity. I must express my thanks for the very commendable promptness you have shown in bringing me this information.

I will sail for the Western Islands without delay, and request that you will, on your arrival in the United States, send a copy of this letter to the honorable Secretary of the Navy. You will leave here two days after my departure; touch at Fayal for further intelligence of me if you can without material loss of time.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Acting Volunteer Lieutenant DANL. P. UPTON,
Commanding U. S. Bark Release

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, transmitting telegram from U. S. minister to Portugal relating to depredations committed by C. S. S. Alabama (290).

U. S. STEAM SLOOP KEARSARGE,
Fayal, October 6, 1862.

SIR: I have the honor to enclose a copy of telegram received on the 29th ultimo, from the U. S. minister at Lisbon. Immediately upon the reception of this telegram I filled up with coal and provisions and started for Fayal the next evening (30th). Off Cadiz, on the morning of the 1st instant, I communicated with the *Tuscarora*, just leaving that port for the Azores, and consulted with Commander Craven. I lost sight of the *Tuscarora* on the evening of the 2d instant and arrived here this morning at 8 o'clock; communicated with the consul and immediately commenced coaling.

I am sorry to be obliged to confirm the truth of the enclosed telegram. Ten whalers have been destroyed by the *Alabama* (*290*), commanded by Captain R. Semmes, and one other missing, reported to have been sunk with all on board, though I can find no evidence to support this rumor. The *Alabama* is about the size of this ship (1,000 tons), armed with eight Blakely guns, two of them 68-pounder pivot guns. I shall cruise in the vicinity of the Azores until satisfied of the departure of the *Alabama* from this region and return to my station by way of Madeira.

Nothing reliable had been heard of the *Alabama* since the 19th ultimo.

I have the honor to be, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.—Telegram.]

LISBON, *September 28, 1862.*
(Received in Algeciras at 8:09 o'clock.)

Information just received requires your immediate presence at Azores. Semmes, in *Alabama*, has destroyed ten whalers. He is aided by another steamer called *Barcelona;* both wooden. Depredations were committed near Flores. No delay admissible.

JAMES E. HARVEY,
U. S. Minister.

Captain PICKERING,
War Steamer Kearsarge, Algeciras.

Letter from the U. S. consul, Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to U. S. war vessels anchoring at Nassau.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
October 7, 1862.

SIR: I have the honor to acknowledge the receipt this morning of your note of yesterday's date, informing me of your arrival off this port in the *Wachusett*, accompanied by the *Octorara.*

I went out to communicate with you last evening in a small schooner, but you were standing off shore, and after an hour's fruitless chase I returned to port. Governor Bayley has peremptorily ordered that any U. S. war vessel must obtain his permission before anchoring at or off this port, and he only allowed the *Dacotah* to take in her necessary fuel on condition that Captain McKinstry and myself pledged our words, in writing, "that the *Dacotah* would not approach any of the Bahama Islands within 5 miles, within ten days of her departure." Yet, notwithstanding, any Confederate pirate is allowed every facility, and the whole population seems to vie with each other in giving every aid and comfort to the rebels.

The blockade runner, British-Confederate steamer *Scotia*, is in this harbor, transshipping her cargo of cotton into the steamer *Stanley*, for Liverpool.

A large British-Confederate steamer, name unknown, is also reported on the south side of the island, laden with munitions of war for the South.

I beg to offer you my congratulations on your promotion, and to express my ardent hopes and hearty wishes for your highest success in your profession.

I have the honor to be, sir, very respectfully, etc.,

SAML. WHITING,
U. S. Consul.

[Acting] Rear-Admiral CHARLES WILKES,
U. S. S. Wachusett.

Letter from Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to Captain Semmes being at Barbados.

NAVY DEPARTMENT,
October 8, 1862.

SIR: The following is an extract from a dispatch, dated the 13th ultimo, received by the Department from the U. S. consul at Paramaribo:

> I received intelligence from Barbados per the last mail, of the 9th instant, that the notorious pirate Semmes, formerly of the *Sumter*, coaled a steamer at that port, with the British flag at the peak, and under an assumed name. He had quite a cargo of heavy boxes on board, supposed to contain arms, but had no powder.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES, etc.

Report of Captain McKinstry, U. S. Navy, commanding U. S. S. Dacotah, of a cruise, enclosing orders from Acting Rear-Admiral Lardner, and letter from R. W. Shufeldt, esq., U. S. consul-general at Havana, Cuba.

U. S. S. DACOTAH,
Key West, October 10, 1862.

SIR: On the 30th ultimo I had the honor of forwarding a report of the arrival of this steamer at this port, and of my proceedings to that date.

In the absence of Acting Rear-Admiral Wilkes, I consulted the commanding officer of this station, and in compliance with his orders, marked No. 1, I proceeded to sea on the 2d instant, to cruise as therein directed. On the morning of the 4th instant a boat was sent into Havana to communicate with Consul-General Shufeldt, a copy of whose letter is enclosed, marked 2.

In consequence of several cases of yellow fever appearing amongst the officers and crew, and at the advice of the surgeon, a copy of whose letter, marked 3, is enclosed, I returned to this port on the 6th instant, that more suitable hospital accommodations and diet might be obtained for the sick.

On the 7th instant I addressed a letter to Acting Rear-Admiral Lardner, enclosing a copy of Dr. Bloodgood's letter, marked No. 4. It was understood that he had directed the fleet surgeon and the surgeon of this ship to report on her sanitary condition. No report to this date has been received by me, owing, I suppose, to the illness of Acting Rear-Admiral Lardner.

In the expectation that Acting Rear-Admiral Wilkes may soon arrive and that the late season may arrest the progress of the disease, I shall for the present remain here, for the benefit of the sick, who have advantages that they could not have at sea.

I am, sir, with great respect, your obedient servant,

J. P. McKINSTY,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

FLAGSHIP ST. LAWRENCE,
Key West, October 1, 1862.

SIR: As soon as the *Dacotah*, under your command, is ready for sea, you will proceed to cruise on the coast of Cuba, between Havana, Bahia Honda, and the Tortugas. You will communicate with the consul-general at Havana, when in want of information, and supply yourself with coal there if the health of the place makes it desirable. You will be careful not to trespass upon the territorial rights of Spain.

Look into Key West occasionally.

I am, respectfully, your obedient servant,

J. L. LARDNER,
Acting Rear-Admiral, Commanding East Gulf Squadron.

Commander JAMES P. McKINSTRY,
U. S. S. Dacotah.

U. S. CONSULATE-GENERAL,
Havana, October 4, 1862.

DEAR SIR: The following transcript of a letter I sent under date of yesterday to Commodore Lardner conveys all the information I possess respecting the movements of rebel vessels:

I have to advise you of the arrival lately of three steamers from Southern ports, viz: September 21, British steamer *Victoria*, Lambert, from Sabine Pass, cotton; September 23, Confederate steamer *Cuba*, Wilson, from Mobile, cotton; October 1, British steamer *Alice*, from Mobile, cotton. These steamers, under English colors, are Southern or Confederate property, and carry the enemy's flag forward. The steamers *Arizona*, *Austin*, *W. G. Hewes*, and *Atlantic* are still here, and some of them seem to be making preparations for departure.

The U. S. steam sloop of war *Dacotah*, Captain J. P. McKinstry, was here some eight or ten days ago. I advised Captain McKinstry of the intended movements of these rebel vessels.

I advised Captain McKinstry of the probable arrival of these steamers, as they generally come one after the other in short intervals, and told him that the next point to cruise for them was between this and Bahia Honda. Since this conversation the *Alice* and *Cuba* have arrived.

The health here will permit you to coal whenever you think proper to do so. The entire cost is $3 [?] per ton. I presume bills on our Government are salable here, though at a very heavy loss; first-class merchants' bills are at a high discount, and generally bills on Government do not bring as much as the others.

I am, respectfully, your obedient servant,

R. W. SHUFELDT.

Captain J. P. MCKINSTRY,
Commanding U. S. S. Dacotah, off Havana.

[Telegram.]

NEW BEDFORD, MASS., [*October 10, 1862.*]
(Received [Washington] 4:10 p. m.

The rebel steamer *290* has seized and burned five of our whaleships off the Western Islands about the 5th September. There is a large fleet of whalers requiring the protection of the Government; an armed steamer or steamers should be sent at once. Answer.

J. C. DELANO,
In behalf of six shipowners of New Bedford.

Hon. GIDEON WELLES.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, announcing arrival at Havana, and transmitting correspondence with authorities at Bermuda.

U. S. FLAG STEAMER WACHUSETT,
Havana, October 10, 1862.

SIR: I have the honor to enclose herewith copies of correspondence had at Bermuda, and beg leave to state that I will write the Department by the first opportunity. I arrived here with the *Wachusett* this morning. All well.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

GOVERNMENT HOUSE,
Mount Langton, Bermuda, September 27, 1862.

SIR: Her Majesty the Queen of Great Britain being fully determined to observe the duties of neutrality during the existing hostilities between the United States and the States calling themselves "the Confederate States of America," and being, moreover, resolved to pre-

vent, as far as possible, the use of her Majesty's harbors, ports, and coasts, and the waters within her Majesty's territorial jurisdiction, in aid of the warlike purposes of either belligerent, I am commanded to communicate for your information and guidance extracts from certain rules laid down by her Majesty's orders* and directions, and which came into force in these islands on the 5th day of March, 1862.

I have the honor to be, sir, your most obedient, humble servant,

H. ST. GEORGE ORD,
Governor and Commander in Chief.

The OFFICER COMMANDING U. S. SHIPS OF WAR,
Off St. George, Bermuda.

U. S. S. WACHUSETT,
St. George Harbor, September 27, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this date, and will avail myself of the honor of visiting you in person this p. m.

I have the honor to be, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding U. S. West India Squadron.

His Excellency H. ST. GEORGE ORD,
Governor and Commander in Chief, St. George, Bermuda.

U. S. FLAG STEAMER WACHUSETT,
St. George Harbor, Bermuda, September 30 [1862]—8 p. m.

DEAR SIR: Agreeably to the wishes of his Excellency the governor of this island, I state through you, for his information, that I have just had communication with Commander T. H. Stevens, U. S. Navy, commanding the *Sonoma;* that he has informed me that the necessary repairs and coaling can all be made in not exceeding thirty-six hours; that the *Tioga* is ordered to leave this port early in the morning and this steamer at noon. The *Sonoma* will enter to-morrow morning after the *Tioga* leaves, according to the understanding I had with his Excellency to-day when he made his visit to this vessel.

I am, very respectfully, yours, etc.,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding the West India Squadron.

C. M. ALLEN, Esq.,
U. S. Consul for the Bermuda Islands.

U. S. S. WACHUSETT,
St. George Harbor, Bermuda, October 1, 1862.

SIR: At the moment we were prepared to lift our anchor to leave this port, agreeably to the understanding I had with your Excellency, an accident has occurred to a tube or tubes of our starboard boiler, and so serious a one that it has extinguished the fire. I regret that this untoward rupture has made it impossible for this steamer to go to sea this morning.

It is due to myself to inform your Excellency that we have already started the work by drawing our fire to get at the defective part. I

*See p. 325.

enclose, for your information, the report of the chief engineer, stating the probable time it will require, as nearly as can be estimated, to effect the repair, on the completion of which the *Wachusett* will at once leave the port.

I have the honor to be, very respectfully, your obedient servant,

CHARLES WILKES,

[*Acting*] *Rear-Admiral, Commanding U. S. West India Squadron.*

His Excellency H. ST. GEORGE ORD,

Governor and Commander in Chief, Bermuda.

GOVERNMENT HOUSE,

St. George, Bermuda, October 1, 1862.

SIR: I have had the honor to receive your letter of this day's date acquainting me that at the moment you were preparing to lift anchor to leave the port an accident occurred to a tube or tubes of the boiler of the *Wachusett*, to effect the repair of which, the chief engineer states, will require, as nearly as can be estimated, ten or twelve hours, on the completion of which the *Wachusett* will at once leave the port.

As the accident which has occurred is one which it would probably be inconvenient to repair at sea, I have to convey to you my permission for the *Wachusett* to remain in this harbor for the further period of ten or twelve hours, which it is estimated will be required to repair the accident, after which this vessel must proceed to sea.

The gunboat *Tioga* having completed her necessary supplies of coal and gone outside to cruise, it is my duty to enforce in her case the provisions of the rules laid down by her Britannic Majesty, an extract from which I had the honor to enclose in my communication of the 27th September, and I have to instruct you that this vessel can not be permitted to return within these waters.

I beg also to bring to your notice that at the interview I had the honor to have with you yesterday, you requested my permission for the *Sonoma* to come into port for the purpose of performing some repairs to her journals and valves which you stated at the time could, if necessary, be performed outside, but that I at once acceded to your request and granted the desired permission.

No allusion was made to the vessel requiring any coal, and had you mentioned that such a necessity existed, I should have explained to you that her Majesty's rules prescribed that a United States vessel of war in want of coal shall only be supplied once in three months, with as much as may be sufficient to carry her to the nearest port of her own country, and that inasmuch as the *Sonoma* had arrived in this port with a supply of coal on board which she had since been expending in cruising in these waters, I could not consistently with the spirit of her Majesty's instructions permit her to take any more coal on board. I now learn that this vessel is at present engaged in taking in coal, but being unwilling to enforce with anything like harshness the regulations which she has in this instance infringed, I shall not offer any obstacle to her completing this operation in the understanding that the restriction imposed in the fourth paragraph of her Majesty's rules are adhered to.

I have the honor to be, sir, your most obedient, humble servant,

H. ST. GEORGE ORD,

Governor and Commander in Chief.

[Acting Rear-Admiral CHARLES WILKES, U. S. Navy,

Commanding West India Squadron.]

MOUNT LANGTON, BERMUDA, *October 1, 1862.*

SIR: I have just received a report from Lieutenant Grant, R. N., of H. M. S. *Desperate*, of the particulars of an interview which he had the honor to have with you yesterday evening in consequence of Captain Thrupp, R. N., of H. M. S. *Desperate* having instructed the commander of the U. S. gunboat *Sonoma* that she was not at liberty to anchor in the fairway of the channel leading into St. George Harbor, and which instruction you observed I had not communicated to you my intention of issuing when I had the honor to see you in the course of the day. I hasten to explain that it was not until after I had landed from your ship yesterday that I was informed that the *Sonoma* had been in the habit of anchoring in the objectionable position she now occupies, and I accordingly instructed Captain Thrupp that although, in pursuance of the arrangement made at our interview, this vessel would be recalled and directed to come into the harbor, yet should her return be delayed until the evening, and should she proceed again to anchor in the position alluded to, he was to acquaint her commander that this could not be permitted, and that she was to enter the harbor for repairs.

To obviate the possibility of any misconception, I do myself the honor to recapitulate the understanding which was arrived at yesterday respecting the future movements of the vessels under your orders in these waters, viz, that the *Wachusett* and the *Tioga* would proceed to sea this day, and the *Sonoma* would come into St. George Harbor for the purpose of performing certain necessary repairs which would not occupy her more than thirty-six hours, after which she would at once proceed to sea.

I have the honor to be, sir, your most obedient, humble servant,

H. ST. GEORGE ORD,
Governor and Commander in Chief.

[Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.]

U. S. FLAGSHIP WACHUSETT,
St. George Harbor, October 1, 1862.

SIR: After a careful perusal of your dispatch of this date, I perceive that you have inferred, if not stated so explicitly, that the commanders of the vessels under my command have infringed the rules established by her Britannic Majesty whilst in the waters of this island. I should not have deemed it necessary to notice the charge, or to attempt to correct the impression, were it not that silence on my part might be construed as an acknowledgment of the truthfulness of the assertion and give some color to the charge you have, I think, inadvertently made against the commanders serving under me. For the purpose of justifying their conduct, as well as my own course, it will be necessary for me to refer to what occurred on my arrival here, and the understanding I had with you, based upon the rules established by her Majesty, a copy of which, together with your dispatch of the 27th of September, was conveyed to me on my arrival in an unusual manner by an individual without rank or position.

In this connection it may be proper to remark that Colonel Munro's explanation to me of the oversight on the part of those in charge of the station on shore in failing to display the English ensign at the time civilities were interchanged was satisfactory, and it afforded me pleasure to notice that, on departing, this customary attention was observed.

On my anchoring in this harbor of St. George I found several steamers bearing the English ensign and was informed (indeed they boasted) that they were engaged in illicit or contraband trade with the rebels, several of them having already run the blockade into and out of Southern ports of the United States, contrary to and in direct violation of her Majesty's proclamation of neutrality. These facts, I am informed, are well known to every person on these islands.

Notwithstanding the unfavorable impression this state of things was calculated to make upon my mind, I immediately tendered a national salute, through my flag lieutenant, which was, after some delay, accepted and returned gun for gun. I also promptly acknowledged the receipt of your dispatch of the 27th instant, and mentioned that I should have the honor to call upon you that p. m. at Mount Langton, your residence, near Hamilton, a distance of 12 miles. This I did in company with the American consul, C. M. Allen, esq., Captain Wyman, commanding the *Wachusett*, and my flag lieutenant, Todd. In my interview with you, I enquired if my crews would be required to work on Sunday, or if Sunday was to be counted in the time specified in the rules of her Majesty. You at once told me that it was not necessary to work on Sunday, and that that day would not be counted in the time specified; consequently no coaling was done until Monday. At an early hour on that day the operation commenced, we employing as many of the working classes on shore as was necessary to do the work expeditiously, paying them liberally for their services, wishing, as is our universal practice, to confer a benefit, though small, upon them.

On Tuesday, your Excellency did me the honor to make me a visit, accompanied by the lieutenant-governor, Colonel Munro, of the Thirty-ninth Regiment. In reply to your Excellency's question, when the vessels under my command would leave, I answered, the next day; the *Tioga* at an early hour and the *Wachusett* at noon. And in answer to your enquiry relative to the other vessel, the *Sonoma*, I said it was my intention to order her in likewise for repairs and coal; that I did not believe it would take more than thirty-six hours to effect what was required. I stated that as to the exact time required to get the vessel ready for sea, I could not say positively, but that I would enquire of the commander of the *Sonoma* and inform you particularly if you desired. You requested me to do so through the American consul that p. m., which I did in a note to him. In this statement I am borne out by Commander Wyman, who was present at the time in my cabin.

Commander Stevens, of the *Sonoma*, whom I sent for, informed me that he had been boarded by Lieutenant Grant, of the *Desperate*, on one of her Majesty's vessels, as he anchored in the roads after dark, preparatory to obeying my orders to come in in the morning, who ordered him off, saying, "by his governor's order as well as the admiral's (my) wishes," to which Commander Stevens replied "that he would wait until he received his admiral's orders;" that he would consult me, and he did so. The plea set up to him was that he was occupying the "fairway," which is adverted to in your Excellency's dispatch of this morning. I must confess my ignorance of what is meant by the term "fairway" in an open roadstead. In conversation with me you adverted to his anchoring at night. I said that it no doubt was the case. Commander Stevens had spoken to me of a capital fishing bank, about 5 miles off, on which he may have anchored. I have never expressed any wishes to any one relative to the movements of the *Sonoma*, and

certainly would not do so to any officer of the British Crown, or through them, for the guidance of any commander under me.

To proceed. The *Sonoma* came in shortly after the *Tioga* left, and we were prepared to go to sea at noon, when the occurrence took place which made it necessary for me to state to your Excellency our inability to get out under steam and the necessity of making further repairs, enclosing to you the report of my chief engineer that the time required would not exceed ten or twelve hours.

In your dispatch of to-day, relative to the *Sonoma*, you state that no allusion was made to that vessel requiring coal. Captain Wyman and myself are fully impressed with the fact that it was stated and, even if it had not been pointedly referred to, your own knowledge and good sense would have led you to the conclusion that it was intended. The other vessels having been permitted to take in the amount of coal specified in her Majesty's rules left no doubt in my mind that a like permission was accorded to her. Moreover, in my note to the consul, written at your request, coaling was expressly referred to. I enclose a copy of the note. Furthermore, in your dispatch you state that I mentioned the repairs on the *Sonoma* could, if necessary, be performed outside. No such idea ever entered my mind that they could be effected there.

In carefully perusing your dispatch of to-day, with all due respect, I can not avoid being struck with some of its peculiar expressions; one of them, "I have to instruct you that this vessel (the *Tioga*) can not be permitted to return within these waters." This I can not permit; my Government has alone the power of instructing me. The *Tioga* left this morning to cruise, and she has not as yet infringed upon any of her Majesty's rules. It would therefore appear that the remarks in your dispatch relative to her are entirely uncalled for.

I feel myself called upon, in behalf of my Government, to express my thanks for the limited privileges extended to us under her Majesty's rules. At the same time, I can not but express my regret that the governor and lieutenant-governor of these islands should have deemed it necessary to inform me verbally that they and the officers of her Britannic Majesty's service were debarred from extending to us the customary civilities of a public and social character, in consequence of our being engaged in putting down a rebellion now raging against the Union and our flag, but that when the difficulties terminated they would extend to us every kindness that lay in their power. In answer, and in great contrast to this, you will recollect, I replied that the British officers and flag now in the waters of the United States, to my knowledge, were receiving every kindness and attention that could be showered upon them.

I can not close this communication without adverting to the well-known character of the steamers now lying in this harbor, who, as before remarked, have avowed their intention to run the blockade, and who receive every facility and enjoy the privileges of the British flag and protection. I shall feel in duty bound to inform my Government of the facts concerning them.

With great consideration, I have the honor to be, sir, your most obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding U. S. West India Squadron.

His Excellency H. ST. GEORGE ORD,
Governor and Commander in Chief of Bermuda.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Secretary of the Navy, transmitting copies of instructions to vessels.

U. S. S. WACHUSETT,
Havana, October 10, 1862.

SIR: I beg leave to enclose, for the information of the Department, copies of instructions to the *Octorara*, *Sonoma*, and *Tioga*.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

U. S. S. WACHUSETT,
Off Bermuda, October 2, 1862.

SIR: You will remain cruising off this island, having in company the *Tioga*, until you will have left sufficient coal to make the New Providence Channel or Havana, should you not, in the meantime, receive orders from me.

To the printed and written instructions of the Department you are particularly referred, and special care will be taken to avoid in any way the infringement of the Queen's proclamation, or doing any act by which the waters of the colonial territories or dependencies would be infringed. As to your search and capture of vessels, I have nothing to add, except that it should be most rigid. In case you should make any captures you will send them into one of the Northern ports for adjudication, according to instructions. You will keep a friendly intercourse with Mr. Allen, our consul here, who will give you the latest information respecting events. It is to [be] hoped you will suffer nothing to escape you either going in or coming out. You will keep me advised of your doings by every opportunity.

I desire you to allow Commander Rodgers to read these orders and make a copy of them.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS,
Commanding Steamer Sonoma.

FLAG STEAMER WACHUSETT,
October 7, 1862.

SIR: You will await between Rocky Point and the Stirrup Cays the return of the small sloop, and receive from her any pilot or pilots the U. S. consul at Nassau may send to me. The price agreed upon with Lanady, the person who has charge of the sloop and to execute the mission into Nassau Harbor, is $80, if he returns with a pilot; if with only a letter, $65, which you will order the paymaster to pay him in specie. The pilots, if brought off, you will receive on board and open the letter which the consul directs to me; he stating the terms which he has agreed upon, you will sanction and pay. I desire you to procure all the information you can in relation to the vessels, both steamers and sailing vessels, the routes they take, and the best channels. None but good pilots can be of use in showing you these and fully informing

you of all the circumstances, dangers, and passages that are practicable for vessels both of light and heavy draft of water.

I do not deem it necessary to point out to you the cruising ground; it now lies around you, and after you get the pilot on board it will more readily appear what is feasible and what is not.

You will open all the communications directed to me from the consul and make use of any information you may desire from them, keeping them strictly confidential between ourselves. On or about the 12th I think you will see at Little Stirrup Cay the brig *Urana*, Cerubs master, who is loaded with about 300 tons of coal; fill up from her. A few days later, from the 15th to 20th, the *Sonoma* and *Tioga* will pass here. If the coal has arrived, they will fill up and discharge the brig, when you will pay the amount of charter party as agreed on, the captain producing his contract with me, and having complied with his engagements, either in bills on the Secretary of the Navy or in United States bills.

For the *Sonoma* and *Tioga* I enclose you orders. You will give their commanders the information you possess and direct their cruising under advisement with their officers.

Coal (2,000 tons) will be deposited in Turkey [Turtle] Harbor, as I am informed by the Navy Department, for the use of the squadron. Turkey [Turtle] Harbor is a few miles to the north of Carysfort light-house on the Florida coast, to which you can resort for coal after the 25th of this month.

I shall probably return here in fifteen days. I may be delayed some days longer. Write me to The Havannah, which will be my headquarters.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Commander NAPOLEON COLLINS, U. S. Navy,
Commanding the Octorara.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to disregard of neutrality regulations on the part of some British officials at Nassau and Bermuda.

FLAG STEAMER WACHUSETT,
Havana, October 11, 1862.

SIR: I have to communicate to the Department the infraction of the neutrality regulations by the commander of H. B. M. gunboat *Bull Dog*, in transporting Captain Pegram and seven officers from Nassau to Bermuda, in July last, on their way to England to take charge of the *290* or other vessels about to fit out there under the secesh flag, and that I have little doubt but [that] the officials, both at Nassau and Bermuda, were aware of and assented to the violation. This information I have from most reliable authority, those who knew Captain Pegram and Lieutenant Bennett well and witnessed their arrival at Bermuda and embarkation on board the mail packet for Halifax. They staid but a few hours at Bermuda.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. consul at Nassau to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, giving description of vessels about to run the blockade from Nassau, New Providence.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
October 11, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 7th instant, which came to hand yesterday. I at once took measures to procure for you two trusty and efficient pilots from the list of names in your letter, but they were all absent or sick but one, Stephen Roberts, and he was just getting over a spree. This man is the most efficient on your list, and, in fact, he is the best Bahama pilot to be had here. I have long had my eye on him for the purpose for which you now require him. He has but this fault, of drinking too much when he can procure liquor, but in his sober mood he not only bears an excellent reputation as a man, but also as one of the very best pilots among the Bahama cays and reefs. I therefore do not hesitate to send him with the above forewarning. The other man whom I have selected, Samuel Pintard, has also been well recommended to me, more particularly by the captain of the vessel which brought me your note. Pintard is said to be a good pilot and a sober and trusty man.

I proceed to a description of the vessels now here and about to run the blockade.

No. 1. Steamer *Scotia*. Long, low, iron vessel, schooner rigged; two pipes athwart ship; side-wheel; not very fast, and with a dilapidated engine; painted light lead color, bright red bottom; sails soon; has run the blockade once.

No. 2. Steamer *Leopard*. Much the same kind of vessel as No. 1. Has one pipe, which, with her two masts, rakes very much; is coaled up, ready for sea.

No. 3. Steamer *Anglia*. Three-masted rig; side-wheel; hull black, with white paddle boxes; left some time since for the Southern States, but was scared back once by a U. S. cruiser, and once by the yellow fever breaking out among her crew; has on board a valuable cargo, contraband of war.

No. 4. Brig *Fannie Lewis*. Brigantine, with maintopsail and topgallant sail. Has on board a lot of contraband, but her destination is unknown. Sails unbent and not likely to leave port soon. There are several small schooners and sloops, names unknown, with salt and provisions, ready to try their chances. One schooner is named the *Equal*, her secesh owner, Ilius, being now here, and I believe she is intended for the Southern ports.

Your advent off this port gave rise to many rumors and newspaper remarks and street-corner speculations. I send you the local papers. I hear that a large British-Confederate steamer is on the south side of this island, with a large cargo destined for the rebel market. Nassau is as strongly secession as Charleston to-day, and has been for the past year, and I hope and pray that your presence in these waters will put a full stop to the blockade running and lessen the ridicule vented upon our flags by the Conchs at every fresh arrival from Dixie.

A small tugboat, called the *Mariner*, arrived the day after you left, direct from Wilmington, loaded with cotton. She reported the safe arrival of the notorious blockade runner, the steamer *Kate*, on her fortieth (!), I believe, successful passage through our blockading fleets.

I do not think of any further information that would benefit you or the country, and as to the point for our mutual communications, I

know of none better than off the Hole in the Wall, unless you desire to come to off this port, prior to which the governor has insisted that his gracious permission is requisite.

Wishing you every success and all prosperity,

I am, sir, very respectfully, your obedient servant,

SAML. WHITING,
U. S. Consul.

[Acting] Rear-Admiral CHARLES WILKES,
U. S. West India Squadron.

Letter from Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, to the governor of Bermuda, West Indies, denying any intentional infringement of the regulations of her Majesty's Government.

U. S. S. SONOMA,
Off Bermuda, October 11, 1862.

SIR: I have the honor to acknowledge the receipt of the communication of your Excellency of yesterday's date.

The boat to which you refer as having landed in the harbor of St. George was one of the boats of the U. S. S. *Sonoma*, which I have the honor to command, and was sent on shore for the purpose of communicating with the United States consul on matters pertaining to the interests of the Government of the United States. She was sent without any intention of violating any of the principles embraced in the proclamation of her Majesty the Queen, nor had I reason to suppose there could be any infringement of the laws or regulations of her Majesty's Government in the landing of a boat from an American man-of-war, in a harbor of her Majesty's possessions, between whose Government and that of my own peaceful relations exist.

I have the honor to be, very respectfully, your obedient servant,

T. H. STEVENS,
Commander, U. S. Navy, Commanding U. S. S. Sonoma.

His Excellency H. ST. GEORGE ORD,
Governor and Commander in Chief of Bermuda.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the detention of blockade runners by his arrival at Bermuda, and of the attitude of authorities toward officers of the United States vessels.

FLAG STEAMER WACHUSETT,
Havana, October 12, 1862.

DEAR SIR: I have been unable to write you since I left Bermuda, from which place I last wrote. My arrival at Bermuda was quite opportune. I found there seven steamers awaiting in the harbor of St. George under the British flag which had run or intended to run the blockade, three of them ready to depart, and avowed openly their intention to run the blockade, having a large amount of arms, ammunition, and other contraband articles on board. Our arrival put a stop to their departure, and threw them and their agents on shore in great consternation. We anchored in the outer roads after dark and then entered the harbor early the next morning, with the *Wachusett* and *Tioga*, leaving the *Sonoma* to watch outside for any others, which were expected daily. Among them was the *Eureka* | *Enrica* |, or *290*. On our entrance no national flag

was hoisted at any flagstaffs on the forts, and after I had been at anchor some two hours, the governor's yacht came down from the west end and a dispatch was sent to me by a common person who had neither rank or station, while the governor's secretary was on board the yacht. The dispatch was a printed document containing extract from her Majesty's proclamation relative to the extent of the permission or liberty allowed us of making repairs and taking in coal. I enclose it, as it was omitted to be sent when the correspondence which subsequently took place was forwarded to you.

I must confess I was a little in doubt how to act, but in a few minutes made up my mind to acknowledge the receipt of the dispatch and to inform the governor I would call upon him that afternoon, sealed and sent it by the same messenger. I called on him, though it was 12 miles distant; was received with every politeness and accorded all I wished relative to repairs and coaling. It was expressly stated then to him I had three vessels; that although the repairs were light they were needful. In the meantime I determined that the omission to hoist their flag and to forward his dispatch by a suitable messenger might have been accidental; I would not omit to act with all due courtesy to the nation whose port we had visited, and sent my flag lieutenant to tender a salute, if it would be answered. After some little delay, in consequence of the absence of the lieutenant-governor, it was accepted, and the salute returned gun for gun. This took place on Saturday, and Sunday was allowed to be a day of rest, so we did no work. During this time I became aware that much influence was being used to endeavor to drive us from the port and curtail our privileges under her Majesty's proclamation to the most confined limits. The two vessels (the *Wachusett* and *Tioga*) began to coal on Monday and continued, employing the natives for that purpose. It was slow progress, and what might have been done in a few hours at home required many at Bermuda. The governor came down on Tuesday and sent his respects to know if I could receive him on board at 1:30 o'clock or when; the hour suiting me, I acceded to it and accordingly prepared to receive him, which we did suitably to his rank and station. The salute was returned by the fort.

During this visit, in which he was accompanied by the lieutenant-governor and his aid, the lieutenant-governor took occasion to apologize and explain away their failure on our arrival to display their flag, and assured me the sergeant in charge had been severely punished for his neglecting to do so. I told him I regretted that any one should be punished, but it had surprised me that such an observance had been omitted in a British port, and passed it off, accepting, of course, his apology, although I felt satisfied he it was who was to blame, as he is what the people of Bermuda call a rank secessionist. During the conversation the governor reverted to the time of our leaving, which he desired to have distinctly stated, that her Britannic Majesty's rules might be carried out. So far as the *Wachusett* and *Tioga* were concerned I could tell him within an hour; but as to the *Sonoma*, which vessel was outside, it was requisite I should see her commander first, and would communicate with him before night, and he desired I would write through the consul and let him know. This I accordingly did, and shortly afterward Commander Stevens reported to me that H. B. M. S. *Desperate* had sent an officer on board to say the governor had ordered that his vessel must either go into port then or weigh anchor and stand off. I told Commander Stevens to stay where he was, and where I had ordered him, and also to tell the British lieutenant the same; he had been

ordered there preparatory to coming in port in the morning, which he would do. This was all communicated to the governor by an aid, who made the journey to Hamilton during the night, and was on board the *Wachusett* by 7 o'clock with a dispatch and request to see me. I was dressing, and after leisurely performing that operation, I received him. It was the dispatch of 1st October sent you. His message was to tell me the governor had not understood the *Sonoma* was to coal, but only make repairs. I said it could not be, for my note through the consul, [from] which I read an extract, expressly referred to repairs and coaling, and that the vessel had come into port and was then hauling to the wharf, and if the governor desired to stop her, I must have it from himself in writing. The *Sonoma* went on coaling. At noon the *Wachusett* was getting up steam when several of her tubes began to leak and the fires of that boiler were nearly extinguished. This caused my note to the governor in which I sent the engineer's report.

The governor's second dispatch came to me late in the afternoon by the hand of his secretary, according me permission which I had not asked, and contained many objectionable features; and the conversation I had with his secretary satisfied me that the governor had been influenced to endeavor to give a misconstruction to the understanding between us, about which there could be no mistake, and to which Commander Wyman was a witness. Under the hints thrown out that those under my command had intentionally infringed her Majesty's rules, I wrote him my last dispatch the same evening and came to the determination to give the *Sonoma* and *Tioga* orders to remain off the island as long as they could, reserving only enough coal to reach The Havannah. Many little annoyances were attempted, and no attentions whatever, except by two or three gentlemen and their families, were extended to us. They are all a pack of secessionists, and were in hopes to get rid of us, but, notwithstanding, we procured all we wanted, and they will find themselves sadly mis[taken], at least for some weeks after I left the island, which was on the 2d October, at night. In four days we made the Abaco point, where I fell in with the *Octorara*, agreeably to my orders to her. I remained a day with her and then left her to cruise off and on the Abaco, to secure pilots and visit, when the sea would permit, Man of War Cay and the wreck of the *Adirondack*, as you desired. The *Octorara* will be able to cruise there twenty days, and will fill up her coal from the brig I chartered at Bermuda, which vessel I directed to anchor at Little Stirrup Cay, where she will also remain for the *Sonoma* and *Tioga* to coal from. I thence directed the *Wachusett* to the Florida coast, near Carysfort light-house, to visit Turtle Harbor (not Turkey Harbor) and 4½ miles to the northward of the Carysfort light-house. In moving down the reef between Cape Florida light and Carysfort, the *Wachusett* went on a coral bunch [beach], where she lay about one-half hour, and then was got afloat without injury. Having lost some time, and it being late in the afternoon, I caused her course toward this port, off which we arrived the next evening all well.

I can not close this note without naming to you the satisfactory intercourse I had with our consul, Mr. C. M. Allen, and the aid and information he gave me.

Very truly and respectfully, yours,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

General report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of affairs on that station.

FLAG STEAMER WACHUSETT,
At Havana, Cuba, October 13, 1862.

DEAR SIR: In my last note I detailed to you the circumstances attending my visit to Bermuda and the state of feeling which existed there. On my arrival here I found great excitement in consequence of the destruction of the *Blanche*, steamer, being run ashore and fired by one of our vessels of war a few days since, probably the *Montgomery*, Commander Hunter, who communicated with our consul-general a few hours previously. This unwarrantable act was at first laid to me or one of my squadron, and was promptly brought to my notice by the governor-general through his principal staff officer, shortly after I was informed of it by our consul-general. I of course at once denied any knowledge of it, or sanction of such an act and infringement of the waters of Spanish territory, and as promptly asked a personal interview of the captain-general, which he accorded to me at 11 o'clock the next day. This intercourse took place, and resulted in my satisfying him that whoever committed the act, it would be disapproved of by my Government and due reparation made. That I could assure him it was contrary to all intructions issued by you and would be visited on the head of the officer whoever he might be; that my instructions were very positive to avoid any act which would give umbrage to the Spanish nation or invade their territory, and had it been done by any officer under my command I would immediately send him home under arrest. He seemed greatly relieved and felt satisfied, as he assured me, with my views and disapproval of the act. At the same time I assured him that I could not but doubt that the outrage was not as great as was represented, and hoped it would prove so when the truth came to be known, but that I could assure him that no such act should be repeated by any vessel under my command, knowing well, as I did, the desire of my Government to preserve the most friendly relations with that of Spain. I did this with a desire to arrest every further cause of excitement and under it to induce them to put restrictions on us here of which the consul-general felt much apprehension might be the result. The difficulty is, however, now over and an interchange of courtesies has taken place. The governor-general sent the commander of the forces and his chief of staff to assure me that such was the case, and to express to me his satisfaction and good will. It affords me pleasure, as I have no doubt it will you, that all and every misunderstanding has been avoided and our relations maintained.

Now, about my plans and my squadron. I have not yet had communication with the *Dacotah*, *Cimarron*, or *Santiago de Cuba*, nor have I heard anything of the *Vanderbilt*. The former is, I understand, cruising on the north side of Cuba. In a few days she will probably return here to coal. There is a great deal of work to be done and I am satisfied I shall want more vessels to perform it effectually and well. There are very many vessels (steamers) now engaged running the blockade, and they consider they can do it with impunity. I am fully confident that with a sufficient force I can put a stop to it, or make it so difficult as will cause it to cease.

It is proper that I should state the situation of things in the West Indies as far as my enquiries have led me to a knowledge of the intention of the Confederates. They have sent a number of officers to take command of vessels of war, built or building in England, to prey upon our

commerce, as is reported to have been their intention as respects the *290*, or *Eureka* [*Enrica*], and the *Oreto;* and although the Department has only brought to my notice these two, yet I have a knowledge of several. The officers assigned to them have already been gone some time and arrived in England. Pegram is a case with seven officers who went in the British gunboat *Bull Dog* from Nassau to Bermuda, and thence took passage for Halifax. Ap Catesby Jones is another case. At the last accounts he was at Nassau with a set of officers, having arrived there in a pilot boat belonging to Nassau, and others are, or have departed from this place for similar purposes, all tending to show a certainty that the Confederates are looking to the disturbance of our commerce, and especially in the West Indies, which they no doubt know to be one of our most vulnerable points. This is daily canvassed in this port among those who are most likely to be well informed upon the intentions of the rebels, and I think we may as well take timely warning to counteract their movements. The California steamer is one object that has and will, no doubt, claim their first notice. Hitherto they have had no vessels of sufficient speed to attempt their capture, but they are becoming more confident in having acquired a better class of steamers and those of high speed, and if we intend effectually to intercept, capture, and destroy them, it behooves us to extend in numbers and force as well as speed. There are positions which I desire to occupy which their vessels must pass or resort to, of which I am fast obtaining information. It is utterly useless for us to attempt to cruise successfully at these points with single steamers and effectually put a stop to their proceedings. They keep an accurate account of the time of our vessels coaling, and if it becomes known when the men-of-war have gone they can calculate the chances of her withdrawal as accurately as I can and then take their chance. Two of the British "whitewashed" steamers ran unseen past the Bahia Honda, off which one of our men-of-war had been cruising, but had left to coal at Key West, for only a couple of days. This could not have happened if our vessels should cruise in pairs, as was and is my intention to employ those under my command, and have them regularly relieved, so as to maintain a constant watch over these stations. There is another point of great interest also; I mean the slave trade connected with this island. There have been upward of 10,000 Africans imported within the last few months, and one cargo was landed within a short distance of this port. Both the north and south shores of the island require attention to intercept this nefarious traffic, therefore you may readily see that it requires more vessels than you have assigned to my command to perform those duties embraced in my instructions. All energy will be used to effect the object of the Department, but I should not have less than twelve vessels, and all should be of the highest speed to insure success and avoid an unequal contest on our part. I am confident when I assure the Department that they will be satisfied with the results as to our commercial community in the security they will enjoy, and convoy in some cases may be required. The Department will therefore readily perceive the necessity which exists without my going more into details. I have a request to make, that any vessels that may be ordered to join the other squadrons in the gulf will be instructed to avoid any acts of violence within the neutrality of the Spanish waters, as it will compromise my position now with this Government, and render those who are friendly disposed to our cause inimical, and my exertions here to produce and maintain harmony ineffectual. I have immediate reference now to such acts as the *Montgomery* has committed, and

which at first assumed appearances of some evil foreboding, but are now at rest.

It is my intention to leave this to-morrow and cruise for two or three vessels now daily expected to arrive and whom I entertain some hopes of being able to intercept. The fever at this point is no longer considered an epidemic, but still there are cases of it in the harbor. Feeling the necessity of having early communications with our consul-general, Mr. Shufeldt, I feel it incumbent on me to come in and ascertain the position of things.

I shall keep you advised, by every opportunity, of my proceeding and the situation of things appertaining to my command.

I am, with great respect, yours,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, to proceed to Lisbon, Portugal, for instructions as to movements for protection of commerce.

U. S. STEAM SLOOP KEARSARGE,
Fayal, October 14, 1862.

SIR: So soon as you have satisfied yourself that the rebel steamer *Alabama* has left the vicinity of the Azores, you will proceed with the *Tuscarora* to Lisbon, Portugal, for the purpose of conferring with and obtaining such information from the U. S. minister, James E. Harvey, as may guide your future movements for the protection of our commerce against rebel cruisers.

I am, respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Commander T. AUGUSTUS CRAVEN,
Commanding U. S. Steam Sloop Tuscarora.

Letter from Commander Schenck, U. S. Navy, commanding U. S. frigate St. Lawrence, regarding the movements of U. S. S. Dacotah and Santiago de Cuba.

U. S. FRIGATE ST. LAWRENCE,
Key West, October 15, 1862.

SIR: Admiral Lardner is too ill to answer your enquiries with regard to the *Dacotah* and *Santiago de Cuba*. Both these vessels left here yesterday afternoon, the *Dacotah* with some twenty cases of fever on board, to run to the northward, and if the health of her crew did not improve, she will probably proceed to some northern port, otherwise she will return to this port. The *Santiago de Cuba* left here with ten days' coal, with a hope of falling in with you. She is now and has been perfectly healthy.

We hope the fever is abating. This ship has lost in all, officers and men, 35.

Very respectfully, your obedient servant,

J. FINDLAY SCHENCK,
Commander.

Acting Rear-Admiral CHARLES WILKES.

Neither of the above ships had any order from Admiral Lardner. The *Dacotah* is acting under the advice of Fleet Surgeon Horner and Surgeon Bloodgood.

Letter from the president Atlantic Mutual Insurance Company to the Secretary of the Navy, requesting that vessels be sent in search of C. S. S. Alabama.

NEW YORK, [*October*] *16, 1862.*

We earnestly request that vessels may be sent in search of the rebel steamer *Alabama* forthwith. Her depredations upon American commerce are very heavy. She is in the track of European bound vessels. We send a communication by mail to-day giving her description and whereabouts.

J. D. JONES,
President Atlantic Mutual Insurance Company.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *October 17, 1862.*

The *San Jacinto* sailed the 15th from Boston. Let her be coaled at Hampton Roads ready for the pursuit of the *290*. Further orders Sunday morning. The *State of Georgia* requires three months' repairs.

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron, Newport News.

Letter from the U. S. consul at Gibraltar to the Secretary of the Navy, transmitting copy of letter to the U. S. minister to England, containing account of murder committed on board C. S. S. Sumter.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, October 18, 1862.

SIR: For the information of your Department, I have the honor to transmit herewith a copy of a communication I addressed yesterday to Mr. Adams, our minister in England, which gives the particulars of the late tragedy on board the rebel steamer *Sumter*, still anchored in this port.

At the coroner's inquest upon view of the body of William Andrews, late in charge of the *Sumter*, the jury returned a verdict of willful murder against Joseph Hester, second officer of that craft, who remains

in jail, and will probably be tried for murder next sessions. I now hear he is from Georgia and not from South Carolina.

The U. S. storeship *Release* remains off Algeciras.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
U. S. Consul.

HON. SECRETARY NAVY OF THE UNITED STATES,
Washington City.

[Enclosure.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, October 17, 1862.

SIR: I addressed your Excellency a telegram yesterday, as annexed, to acquaint you of a terrible tragedy which took place on board of the steamer *Sumter* in this port on the evening of the 15th instant.

As you are aware, this steamer was in charge of two officers and a sufficient number of hands to take care of her while in port. Between 7 and 8 o'clock that evening, Hester, the second officer, deliberately shot the officer in command, named Andrews, with a revolver, while the latter was lying in his berth. He expired almost immediately, three shots from the revolver having been fired into his body. The criminal has been arrested and is now in jail in the hands of justice. A coroner's inquest has been held on the body of the deceased, but I have not yet obtained the particulars. The deceased was buried this morning. Three British officers of the One hundredth Canada Regiment were present at the funeral, also Mr. R. O. Joyce, a British merchant in this city, who was the party that supplied the *Sumter* with an anchor on her first appearance at this port.

From what I can gather it would seem as if Hester had been suspected by his superior officer of stealing articles from the *Sumter*, and this induced him to commit the murder. This Hester I believe belongs to South Carolina. He was discharged from a British vessel at this port many months since, and after awhile he took himself on board of the *Sumter*, where he was received with "open arms" as a Southerner, and immediately made a petty officer.

The *Sumter* is now in charge of her sergeant of marines. I hear nothing about the *Kearsarge* or *Tuscarora* since they left this station in pursuit of Semmes. The *Constellation* was last at Messina. The storeship *Release* is at anchor off Algeciras watching the *Sumter* and will remain in this neighborhood till further orders.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
U. S. Consul.

His Excellency C. F. ADAMS,
U. S. Minister, London.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, relative to search for C. S. S. Alabama (290).

NAVY DEPARTMENT, *October 19, 1862.*

SIR: I transmit herewith photographs of the rebel steamer *290*, or *Alabama*, which has recently destroyed a number of American vessels, most of them in the vicinity of the Western Islands. The latest infor-

mation we have from the *290* is of the destruction of the *Emily Farnham* and the *Brilliant*, on the 3 dinstant, in latitude 40°, longitude 50° 30′.

Captain Geo. Hagar, late master of the *Brilliant*, states that it is understood that an English vessel is to meet the *290* off Cape Breton, Nova Scotia, in all of this month, with letters, papers, etc., from the rebel Government, also to obtain from this same vessel two more large rifled guns and to coal from her either in one of the uninhabited harbors on the N. E. coast or at Pictou, Nova Scotia.

The Department directs that you will dispatch at once the steamer *San Jacinto* to the vicinity of Cape Breton in search of the *290*. After cruising until her coal is exhausted, she can replenish her supply at some point in that locality, from which she will telegraph the Department, and enable it to give any additional orders it may wish to.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
Old Point Comfort, Va.

Order of Acting Rear-Admiral Lee, U. S. Navy, commanding the North Atlantic Blockading Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, to proceed to Hampton Roads, Virginia.

U. S. FLAGSHIP MINNESOTA,
Off Newport News, Va., October 19, 1862.

SIR: Proceed with the U. S. S. *San Jacinto* under your command to Hampton Roads immediately and report to me for further orders. Use all possible dispatch.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Comdg. N. Atlantic Blockading Squadron.

Commander WM. RONCKENDORFF, U. S. Navy,
Commanding U. S. S. San Jacinto, off Wilmington.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to search for C. S. S. Alabama (290).

NAVY DEPARTMENT, *October 19, 1862.*

SIR: I transmit herewith photographs of the rebel steamer *290*, or *Alabama*, which has recently destroyed a number of American vessels, most of them in the vicinity of the Western Islands.

The latest information we have from the *290* is of the destruction of the *Emily Farnum* and the *Brilliant*, on the 3d instant, in latitude 40°, longitude 50° 30′. The master of the *Brilliant*, Captain Hagar, has furnished a statement with regard to the *290* from which the following extract is taken, but should not be made public, viz:

Her rendezvous and places where letters are to be sent to her are Terceira (Western Islands), Porto Praya (Cape Verde Islands), Bermuda, Nassau, Martinique, and

from an English vessel that is to meet her in all this month off Cape Breton, Nova Scotia, with letters, papers, and orders from the Confederate Government. She is gradually working her way to the latter place to take on board two more large rifled guns from the above vessel, and is either to coal from her in one of the uninhabited harbors on that coast or at Pictou, Nova Scotia, when, as winter comes on, she will cruise in a more southern latitude. It was understood on board that she would call at one of these places as often as once in three months for letters, papers, and orders. A couple of heavily armed gunboats dispatched at once to cruise off Cape Breton, Nova Scotia, for a few weeks would be very apt to fall in with her.

The Department relies upon your judgment to make such disposition of the vessels of your squadron as may lead to the capture of this piratical steamer.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron, Providence Channels.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, of the boarding and examination of British steamer Gladiator.

U. S. S. SONOMA,
Havana, October 19, 1862.

SIR: In obedience to your orders, I remained, in company with the *Tioga*, cruising off the island of Bermuda until we had remaining but sufficient coal to carry us to Havana.

Upon arriving off Stirrup Cay I found the *Octorara*, Commander Collins, and received your orders of October 7. As I had only sufficient coal to carry me to Havana, and as there was no probability of the *Urbanna* [*Urana*] arriving in that locality for ten days to come, I concluded, after consultation with Commander Collins, and after remaining two days cruising in company with him, to proceed to this place for the purpose of filling up with coal.

In connection with my operations off Bermuda I have to report the following:

On Sunday morning, the 5th October, discovered at daylight the steamer *Ouachita* steaming round St. Catherine Point. I dispatched the *Tioga* to the west of the island for the purpose of guarding the entrance on that side, giving to Commander Rodgers discretionary orders in the premises.

Monday morning, October 6, at 2:15 a. m., boarded the English mail steamer *Merlin* under the following circumstances: St. David Head then bearing W. by N., distant about 6 miles, discovered a steamer bearing S. W. by W.; immediately gave chase to her. As we approached she altered her course, put out all her lights, fired up heavily, and stood inshore. Altered our course to intercept her, went to quarters, fired a gun to leeward, hove her to (at 2:45 a. m.), boarded the *Merlin* and examined her papers, which were found all correct.

On Tuesday, October 7, about noon, H. B. M. S. *Desperate* made her appearance off St. Catherine Point and steamed down the narrows for the mouth of the harbor of St. George, where she remained until about 4 o'clock, when she was reported to be underway and heading directly

for us. Shortly after a lead-colored steamer, which afterwards proved to be the *Gladiator*, came out of the harbor and took position on the port quarter of the *Desperate*, both steering to the eastward. Cleared for action and steamed slowly ahead in the same general direction, altering our course to intercept the *Gladiator*, until 4:30 p. m., when, being about 4 miles from the nearest land and then about 2 cables' length from the *Gladiator*, laid the *Sonoma* right across her bow, hailed her, enquired her name, ordered her to heave to, which she did immediately; boarded her, examined her papers thoroughly, particularly her bills of lading. The boarding officer finding her cargo to consist of 519 bales of cotton and 52 barrels of rosin, and all her papers correct, he returned on board the *Sonoma*, and the *Gladiator* was allowed to proceed. At this time the *Desperate*, which was then distant about half a mile, altered her course and steered directly for the *Gladiator* until within about 500 yards of her, seemingly with the intent of opposing our action, but otherwise no demonstration was made, although I afterwards learned from the consul the affair produced great excitement on shore, the stores all being closed, business suspended, and the hills covered with the inhabitants of the island, in anticipation of a collision between the *Sonoma* and *Desperate*. While the boat was shoving off to board the *Gladiator* two steamers, the *Harriet Pinckney* and *Minho*, were discovered outside the harbor, the former standing to the southward and the latter toward St. Catherine Point. I immediately gave orders for a full head of steam and as soon as the boarding boat returned stood down for the *Harriet Pinckney* at full speed and gained rapidly upon her, the *Pinckney*, although then below Castle Harbor, discovering which, turned round and hurried back to the harbor, the *Minho* also returning, and both vessels anchoring inside. The *Desperate*, after acknowledging a color salute from the *Gladiator*, stood in and anchored in the narrows. It was evidently the intention of the parties interested in these suspected steamers to avail themselves of the coming out of the *Gladiator* under convoy of the *Desperate* to get one of their steamers to sea, but our rapid and prompt pursuit of the *Pinckney*, much to their discomfiture, compelled them both to return and abandon their project.

On the 8th October the *Tioga* rejoined me, and anticipating renewed efforts on their part to get to sea, Captain Rodgers remained in company with me.

On the 9th of October, having occasion to communicate with the U. S. consul, I sent in one of our cutters in charge of Master's Mate Van Zandt, which elicited a communication from the governor, a copy of which, with my reply,* I enclose herewith.

Having learned on the evening of the 11th that the *Minho* had left her anchorage with the purpose of attempting one of the western passages, Captain Rodgers in the *Tioga* went round to intercept her, but on joining company with him the next night he reported he had seen nothing of her. Mr. Allen, who visited the *Sonoma* Sunday morning, was of the opinion from all he could learn that she had anchored in one of the small harbors inside the reef, but as we sailed that evening I could learn nothing definite in relation to her movements.

Sunday morning boarded off the entrance of the harbor the American ship *Harrisburgh*, from Cardiff, loaded with coal for Bermuda, the captain of which, after heaving to as ordered, filled away again as our boarding boat was approaching and kept on his course until brought to by a blank cartridge and the threat of being fired into, when he was

* See p. 502.

boarded and his papers found to be correct. The captain's name is Wiswell.

Very respectfully, your obedient servant,

T. H. STEVENS,
Commander, U. S. Navy.

Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of movements of vessels of the squadron and regarding affairs at Nassau, New Providence.

FLAG STEAMER WACHUSETT,
Havana, October 20, 1862.

DEAR SIR: Day before yesterday we returned here from a short cruise in search of the *Dacotah* and *Santiago de Cuba*, which vessels I found on touching off Key West had just left there, the former with the fever on board, the latter on a cruise of ten days. I was greatly disappointed in not seeing them, although I am [informed] they sailed in search of this steamer, and yet have made no stop at this port to enquire. I do not know what orders the Department sent them and where to join me. The *Dacotah*, I learn, with a few cases of fever on board, returned to Key West very imprudently to coal, and has been recommended to go to the northward by the physicians, with some seventeen cases on board. I intended to send her to relieve the *Gemsbok*, off Bermuda, where she could have had a total change of climate and which would probably have restored her crew. The *Cimarron* has not as yet been heard of.

The want of these vessels interferes greatly with my plans, but I shall do what I can. It is necessary that I should search all the cays lying on the Bahama Banks, which are comparatively unknown to any but the wreckers, and which have afforded the places for the overhaul and outfit of several of the secesh vessels, and I understand they are to have depots of coal as well as arms and ammunition sent from time to time from Nassau. There is a large amount of everything stored at Nassau. I have the New Providence Channels well guarded, but smaller vessels are reported, drawing but a few feet of water, which frequently are known to depart for a few days with munitions of war. The Isle Verde or Cay Verde, at the extreme eastern edge of the Great Bahama Bank, is one of these, and where it is supposed the *Oreto* took in her guns, etc. Hitherto there has been no search made of these cays, many of which are uninhabited and only occasionally stopped at by the wreckers. When I next write you I may be able to tell you more about these places and the dodges the Confederates expect to effect and to counteract.

Very respectfully, yours,

CHARLES WILKES,
[*Acting*] *Rear-Admiral, Commanding West India Squadron.*

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I must add another small sheet to this letter to inform you that the information I have acquired here leads me to the belief that it

is the intention of the Confederates to concentrate all the force they can at Mobile in order to liberate that port from the blockade, and that they have given notice to this effect from or through their agents to both the French and English merchants. The outfitting of so many with iron for ironclad vessels seems to warrant the belief that at Mobile they are endeavoring to construct this kind of vessels to cope with those on the blockade. We know they are purchasing a better class of vessels for war purposes, and that they fit them at some one of the cays. This, as I have informed you, I shall look to closely. Should they succeed in mustering a sufficient force to enable them to pass the blockading vessels, the port of Mobile would be considered as safe to resort to by both English and French vessels, and they would undoubtedly endeavor to protect them by both English and French men-of-war when on the high seas. There appears a belief here that the Confederate Government has a treaty or agreement with the French and English governments to forward their cotton from both Mobile and Charleston, and from which they have drawn considerable funds. It is thought some 200,000 bales have gone forward on this arrangement, but my information does not yet warrant me in speaking positively on this subject, or the extent to which it is intended to endeavor to carry it out.

I am, respectfully,

C. W.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Captain McKinstry, commanding U. S. S. Dacotah, to cruise for interception of Confederate vessels.

FLAG STEAMER WACHUSETT,
Havana, October 20, 1862.

SIR: If the sickness has abated sufficiently in your vessel to cruise still in these seas, you will immediately fill up with coal and proceed to the Old Bamaha Channel as far as off Sagua la Grande, thence westward to Cardenas and Matanzas, where you will remain till further orders from me. The object in sending you to this part of the Old Bahama Channel is to intercept any one of the many Confederate privateers that are expected to arrive in these waters, and who will touch off one or the other of the above places in order to get instructions from the Confederate agents through the telegraph. Have communication whenever it is possible with our consuls at these points, who will give you information that may be relied upon in relation to the objects of your cruise above stated. Should the information you may obtain be of such a nature as to afford you reasonable hope of finding Confederate vessels at other points, you will consider yourself at liberty to follow them, returning to your station as soon as possible. Keep me advised through the consuls of your whereabouts, and economize your coal as much as possible.

I design having your vessel relieved by another by the 10th or 12th of November, at which time you will probably find me, or orders, at this port.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[*Acting*] *Rear-Admiral, Commanding West India Squadron.*

Captain J. P. MCKINSTRY,
Commanding Steamer Dacotah, West India Squadron.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, to cruise for the protection of coal vessels.

NAVY DEPARTMENT, *October 21, 1862.*

SIR: On the receipt hereof, you will proceed with the U. S. bark *Gemsbok* to Turtle Harbor, about 7 miles above Carysfort Light, and remain there for the protection of the coal ships to be sent to that point to supply coal for the vessels of the West India Squadron, Acting Rear-Admiral Charles Wilkes, to whom you will report by letter.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant EDWARD CAVENDY,
Commanding U. S. Bark Gemsbok, Port Royal, S. C.

Letter from the U. S. consul at Bermuda, West Indies, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, reporting the presence of the Confederate steamer Herald in that port.

U. S. CONSULATE, *Bermuda, October 21, 1862.*

SIR: The brig *Urana* is now ready and is to leave to-day. The long delay has been caused by the east wind, which prevented her getting here for two weeks after you left. I hope she will arrive in time to meet your wants. The steamer *Herald*, four days from Charleston, with cotton, arrived here on the 17th instant. She is under command of Coxetter. She brings a number of passengers, among which is Lieutenant Maury.

Our Army has gained a decided victory over Van Dorn and Price at Corinth. There have several vessels arrived here with coal for the Southern steamers since you left. They have now about 3,000 tons.

I have the honor to be, your obedient servant,

C. M. ALLEN,
U. S. Consul.

Rear-Admiral WILKES,
Commanding U. S. West India Squadron, West Indies.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Tioga, of cruise in search of suspicious vessels in the vicinity of the West Indies.

U. S. S. TIOGA,
Off Havana, October 22, 1862.

SIR: I have the honor to report my arrival off this port with the vessel under my command. After your departure from Bermuda, on the 2d instant, I continued to cruise off that island with the *Sonoma*. Nothing occurred worthy of note until Sunday, the 5th, when, receiving

information that the *Ouachita* (the small, light-colored steamer) was about trying to get out through Chub Cut, by direction of Captain Stevens I went around there to remain until the next day and prevented her leaving.

On Tuesday, the 7th, the *Gladiator* came out from St. George, convoyed by H. B. M. S. *Desperate*. Captain Stevens boarded her when outside of the marine league. While [he] was doing so he perceived the *Harriet Pinckney* leaving the harbor. He ascertained that the cargo and papers of the *Gladiator* were correct, and then steered for the *Harriet Pinckney*, when that vessel went back to the harbor. On the 8th I rejoined Captain Stevens. During my absence a large screw steamer had arrived off the harbor at night. Captain Stevens proceeded to speak her, when she extinguished her lights and ran off rapidly for the harbor. He fired a gun from the side opposite the vessel, when she stopped. He then hailed her and was answered that it was the royal mail steamer *Merlin*. Having sent a boat alongside and ascertained the report to be correct, the circumstances rendering it very doubtful, he allowed her to proceed. On the 10th I spoke the British schooner *Alert*, from Halifax, bound to Bermuda, and obtained some papers from her. On the same day H. B. M. S. *Plover* came out, and an officer from her came on board and handed me a document from Colonel Ord, governor of Bermuda, informing me that no communication by our boats could be had with the shore except by his permission, first obtained. On the evening of the 11th I received information that the *Minho* was trying to get out through Murray Anchorage. My coal was reduced to 79 tons, seven days' allowance, but I proceeded to Chub Cut that night, and the next morning saw her at anchor near St. George.

Sunday evening the *Sonoma* having joined me off the light I kept away in company with her for the Providence Channel, leaving all the vessels there except the *Ouachita* and *Gladiator*. We had strong squalls from southeast and northwest, with very heavy sea, ship rolling very deep, and shaft having considerable lateral motion, bringing up heavily on the main journals. On the 17th, off the Hole in the Wall, spoke the U. S. S. *Connecticut;* same day communicated with the U. S. S. *Octorara*, and at night anchored with her under Stirrup Cays. There being no coal there, and having but 17 tons on board, it was deemed advisable to run for Havana, but having received information that a steamer might run out from Nassau that night, I went to the mouth of the Northwest Channel from Nassau and remained there until the next night, when, with the *Sonoma*, I left for this place.

I have now on board about 3 tons of coal. When I left Bermuda the vessel chartered to take coal from St. George to Stirrup Cays had not left Hamilton, and probably did not for several days after. I shall require about 170 tons of coal.

The frame of the engine from lateral motion of the shaft in a seaway works considerably, and it will be necessary to have some bolts from the ship's side to strengthen it. The *Sonoma's* is so strengthened, and while lying off Bermuda one of the bolts broke, showing the strain upon them. This ship having none, the increasing lateral motion of the shaft has given me considerable uneasiness.

I am, very respectfully, your obedient servant,

G. W. RODGERS,
Commander.

Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Order of the Secretary of the Navy to Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, to cruise in search of C. S. S. Alabama (290).

NAVY DEPARTMENT, *October 22, 1862.*

SIR: Proceed immediately with the U. S. steam sloop *Mohican* in search of the rebel steamer *290*, or *Alabama*. This piratical vessel when last heard from was in latitude 40° N., longitude 50° 30′ W., where, on the 3d instant, she destroyed the ship *Brilliant*. The master of the *Brilliant* says that it was pretty generally understood Porto Praya, Cape Verde Islands, would be one of the places of rendezvous for the *290*. You will proceed to these islands, taking the track of our merchantmen bound to the equator. If you find the *290* has not visited Porto Praya it will be advisable for you to remain there until you learn something definite of her movements. Every enquiry should be made cautiously, to ascertain if arrangements have been made for coaling the *290* at Porto Praya or in that vicinity. Your movements must depend very much on your own judgment and upon information of the movements of the *290*.

It is probable the *Tuscarora*, *Kearsarge*, and *St. Louis* will cruise in the vicinity of the Azores, the Canaries, and the neighboring waters, and the squadron of Acting Rear-Admiral Wilkes will doubtless give attention to the West Indies and the northeastern coast of South America. Therefore it is desired that the *Mohican* should cruise near the Cape Verde and on towards the Cape of Good Hope. But of course you are not restricted to these prescribed limits on the course marked out, should you receive reliable information that would render it important to depart from them. Much must be left to your discretion.

Enclosed herewith is a photograph of the *290*. Communicate with the Department when a safe opportunity occurs.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain O. S. GLISSON, U. S. Navy,
Commanding U. S. steam sloop Mohican, Philadelphia.

P. S.—Communicate with our consuls at the ports you may visit, and on learning of the destruction of the *290*, return with the *Mohican* to Philadelphia.

Order of Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, to proceed to Nova Scotia in search of C. S. S. Alabama (290).

U. S. FLAG STEAMER PHILADELPHIA,
Hampton Roads, October 22, 1862.

SIR: Immediately on filling up with coal and obtaining other necessary supplies, you will proceed with the U. S. S. *San Jacinto* under your command to the vicinity of Cape Breton, Nova Scotia, in search of the rebel steamer *290*, or *Alabama*, which has recently destroyed a number of American vessels in the neighborhood of the Western Islands. Enclosed herewith is a photograph of this steamer.

The Department, under date of October 18, writes to me as follows:

The latest information we have from the *290* is of the destruction of the *Emily Farnham* and the *Brilliant*, on the 3d instant, in latitude 40°, longitude 50° 30′.

Captain Geo. Hagar, late master of the *Brilliant*, states that it is understood that an English vessel is to meet the *290* off Cape Breton, Nova Scotia, in all of this month, with letters, papers, etc., from the rebel Government; also to obtain from this same vessel two more large rifled guns, and to coal from her either in one of the uninhabited harbors on the N. E. coast or at Pictou, Nova Scotia.

After cruising in search of the *290* until your coal is exhausted, you can replenish your supply at some point in that locality, from which you will telegraph to the Department and enable it to give you any additional orders it may wish to.

Enclosed herewith, for your information concerning this and other vessels engaged in various ways in giving aid and comfort to the enemy, is a series of extracts from the foreign correspondence of Government received through the Department by the commanding officer of this squadron. Your especial attention is invited to these extracts.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral,
Commanding North Atlantic Blockading Squadron.

Commander WM. RONCKENDORFF,
Commanding U. S. S. San Jacinto, Hampton Roads, Virginia.

Order from the Secretary of the Navy to Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, regarding the cruise of the U. S. S. San Jacinto in searching for the C. S. S. Alabama (290).

NAVY DEPARTMENT, *October 24, 1862.*

SIR: Instead of sending the *San Jacinto* on the cruise indicated in the instructions to you of the 19th instant, you will direct her to proceed to Bermuda, and thence through the Windward Islands as far south as Trinidad, in search of the *Alabama*, or *290*. She will return to Hampton Roads after completing this duty, looking in at such places on the route as may be advisable. Should she hear of the *Alabama* in that quarter or within reach, she will not fail to follow her. Martinique is mentioned as one of the places where the *Alabama* will be most likely to touch.

The *San Jacinto* can coal at St. Thomas and at such other convenient ports as may be necessary. The Department has shipped some cargoes of coal to Turtle Harbor, just north of Carysfort light.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
Old Point Comfort, Va.

Order of the Secretary of the Navy to Captain McKinstry, U. S. Navy, commanding U. S. S. Dacotah, to cruise in search of C. S. S. Alabama (290).

NAVY DEPARTMENT, *October 24, 1862.*

SIR: Proceed to the coasts of Nova Scotia and Newfoundland in search of the rebel steamer *Alabama*, or *290*, and to recruit the health of your ship's crew. You will touch at Halifax and communicate with our consul at that port. You will also visit Cape Breton Island.

The *Alabama* when last heard from was in latitude 40° N., longitude 50° 30′ W., where she destroyed, on the 30th instant, the American merchant ship *Brilliant*. The late master of the *Brilliant* states that it was pretty generally understood that the *Alabama* would meet an English vessel some time in this month off Cape Breton to receive dispatches and also two more large rifled guns, and probably coal from her.

You will cruise in the vicinity above mentioned until receiving further orders from the Department, which will be sent to you at Halifax, and from which point you will communicate with the Department, by letter or by telegraph, if important to do so.

Enclosed herewith is a photograph of the Alabama.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Captain J. P. MCKINSTRY,
Commanding U. S. S. Dacotah, New York.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of cruise in the Azores searching for C. S. S. Alabama (290).

U. S. STEAM SLOOP TUSCARORA,
Lisbon, October 26, 1862.

SIR: I have the honor to report that I arrived at this place yesterday, from a cruise among the Azores, in search of the pirate steamer *Alabama*, late *290*, alias *Barcelona*. The pirate has not been heard of since September 19, and the whaling vessels have resumed their cruising. I came to this place as the nearest point for obtaining information, and shall leave again in a few days, having first to calk the decks, which work I was not able to accomplish at Cadiz.

My theory with regard to the pirate is that he will next be heard of in the vicinity of the equator, on the track of our homeward-bound South American and China trade. He has been cruising under sail with fires banked, and must have had, when last heard of, coal enough for about twenty days' steaming.

If nothing is heard of him before I leave here, it is my purpose to proceed to the Canaries, via Fayal, hoping to hear of or fall in with the pirate.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander M. C. Marin, U. S. Navy, commanding U. S. ship St. Louis, of cruise in the Azores for the protection of commerce.

U. S. SHIP ST. LOUIS,
Fayal, Azores, October 26, 1862.

SIR: I have the honor to report that since my last letter to the Department of the 28th instant [ultimo], I have been cruising in the vicinity of these islands for the protection of our commerce against the

rebel steamers. In the course of the cruise I have been twice in sight of suspicious steamers, one of which was at the time being chased by the U. S. S. *Kearsarge*, and passed so near that had this ship been a steamer I could have engaged her without difficulty. The other was discovered at night, and almost within gunshot, close to the island of Terceira, at which the rebel steamers took in their coal and munitions, but I could not follow her, and I there also felt the insufficiency of a sailing ship for purposes of cruising after steam vessels.

Since the above occurrences I have not heard of any further depredations or any suspicious vessels, and beyond a doubt the vessels have left for other parts. I shall sail to-morrow morning on a further cruise.

I am, sir, very respectfully, your obedient servant,

M. C. MARIN,
Commander, U. S. Ship St. Louis.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from the U. S. consul at Gibraltar to the Secretary of the Navy, reporting the movements of United States vessels in that vicinity.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, October 26, 1862.

SIR: I beg to inform you that the U. S. S. *Kearsarge* returned to her anchorage this morning off Algeciras, last from Fayal and Madeira. She left at the former island the U. S. S. *Tuscarora*. The sailing corvette *St. Louis* was also in that neighborhood. The *Kearsarge* did not succeed in falling in with Semmes.

The U. S. storeship [bark] *Release* left Algeciras last evening on a cruise towards Malaga. She will return to Algeciras immediately.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
U. S. Consul.

Hon. SECRETARY OF THE NAVY
OF THE UNITED STATES OF AMERICA.

Order of Acting Rear-Admiral Lee, U. S. Navy, commanding North Atlantic Blockading Squadron, to Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, to proceed to the West Indies in search of C. S. S. Alabama (290).

U. S. FLAG STEAMER PHILADELPHIA,
Hampton Roads, October 27, 1862.

SIR: Instead of proceeding according to my orders to you of the 22d, by direction of the Department you will proceed to Bermuda, and thence through the Windward Islands as far south as Trinidad, in search of the *Alabama*, or *290*. You will return to Hampton Roads, after completing this duty, looking in at such places on route as may be advisable. Should you hear of the *Alabama* in that quarter, or within reach, you will not fail to follow her. Martinique is mentioned as one of the places where the *Alabama* will be most likely to touch.

The *San Jacinto* can coal at St. Thomas and at such other convenient ports as may be necessary. The Department has shipped some cargoes of coal to Turkey [Turtle] Harbor, just north of Carysfort light.

Respectfully, yours,

S. P. LEE,
Acting Rear-Admiral,
Commanding North Atlantic Blockading Squadron.

Commander WM. RONCKENDORFF, U. S. Navy,
Commanding U. S. S. San Jacinto, Hampton Roads, Virginia.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of cruise in search of suspicious vessels, from October 5 to 27, 1862.

U. S. STEAM SLOOP KEARSARGE,
Algeciras Bay, October 27, 1862.

SIR: I have the honor to report the arrival of the *Kearsarge* at this port at 3 o'clock on the morning of the 25th instant.

On the 5th instant I had the honor to report to the Department my arrival at Fayal, and the object of my cruise. The next day at midnight I left Fayal, bound on a cruise among the islands, and to the whaler's cruising grounds, known technically in this region as the "two 40's." On the 8th, at daylight in the morning, discovered and gave chase to a large, double smoke pipe, paddle-wheel steamer, and continued the chase all day, steering E. ½ S., yards down, ship trimmed by the stern with bower chains and solid shot, and making per log 11 knots. At sunset the position of the chase was not perceptibly altered, and as the night closed in dark and stormy I lost all trace, but still kept up the chase, steering more to the northward, sending up yards, and making sail. At daylight, no steamer being in sight and engines needing repairs, gave up the chase.

At 4 p. m. of the 12th, anchored at Fayal, and finding from the report of the chief engineer that the engines were in such condition as to render it unsafe to make over forty-five revolutions without five days, repairs, which it would have been imprudent to have attempted at this season of the year in that port, I determined to return.

On the 15th, leaving orders with Commander Craven, of the *Tuscarora*, then in port, a copy of which, marked A,* is herewith enclosed, I put to sea, cruised through the islands, communicated with the vice-consul at San Miguel [St. Michael] by boat, steamed around St. Mary [Santa Maria], touched at Madeira on the 20th, coaled and sailed on the 21st.

On my arrival at this port I find the *Sumter* still at anchor, but as her captain has been shot (dead) by his second officer, upon the alleged ground that he (the captain) was about to run the *Sumter* out, for the purpose of delivering her to Federal cruisers, and the second officer having been arrested by the English authorities, there is no danger of her leaving her present anchorage for some time.

I have the honor to be, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

See p. 507.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of intention to proceed to Cadiz for repairs.

U. S. STEAM SLOOP KEARSARGE,
Algeciras Bay, October 27, 1862.

SIR: I have the honor to enclose a copy* of a survey held on the 7th instant upon the machinery of this ship at Fayal, together with the several reports* of the chief engineer since that time, by which the Department will see that the *Kearsarge* is not in a condition for active service here, or in a safe condition for a passage across the Atlantic.

To wait for instructions from the Department under existing circumstances would be a loss of time and eventually of important opportunity; I shall therefore proceed to Cadiz, dock, examine, and make such repairs as may be found to be absolutely necessary.

I have the honor to be, very respectfully, your obedient servant,
C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Commodore Ringgold, U. S. Navy, commanding U. S. frigate Sabine, to cruise in search of C. S. S. Alabama (290).

NAVY DEPARTMENT, *October 28, 1862.*

SIR: Proceed with the U. S. frigate *Sabine*, under your command, on a cruise in search of piratical vessels, particularly the *Alabama*, or *290*, and for the protection of our commerce. Your cruise will be by the Azores and Cape Verde, touching at those islands; thence to the coast of Brazil and back to New York, capturing any vessels you may find engaged in depredating on our commerce or in conveying supplies to the rebels.

Enclosed herewith is a copy† of the instructions of the Department of the 18th of August last, relative to the duties of our cruisers in searching and seizing vessels carrying contraband of war to the insurgents. I also enclose a photograph of the *Alabama*.

I am, respectfully, your obedient servant,
GIDEON WELLES,
Secretary of the Navy.

Commodore CADWALADER RINGGOLD,
Commanding U. S. Frigate Sabine, New London, Conn.

Order of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Rodgers, U. S. Navy, commanding U. S. S. Tioga, to cruise in vicinity of West Indies for interception of suspicious vessels.

FLAG STEAMER WACHUSETT,
Turtle Harbor, October 28, 1862.

SIR: You will proceed to the Great Bahama Bank, making Gun Cay light, thence to the Orange Cay, where you will cruise in that vicinity and on the bank, to intercept any vessels that may be passing over in

* Omitted.

† See p. 417.

that direction; there you will remain until relieved by the *Octorara*, Then you will proceed to Sagua la Grande, on the Cuban coast, touching in at Anguila Island on your way, which lies on the eastern extremity of the Cay Sal Bank. This is a noted resort for slavers, off Sagua la Grande and between it and the Great Paredon light-house to the eastward. The *Wachusett* will join you there. There is anchorage off the entrance of Sagua la Grande, in five to seven fathoms of water. Take on board a pilot, and wait until joined by the *Wachusett*.

I am, very respectfully, your obdient servant,

CHARLES WILKES,
[*Acting*] *Rear-Admiral, Commanding West India Squadron.*

Commander G. W. RODGERS,
Commanding Steamer Tioga, West India Squadron.

Order of the Secretary of the Navy to Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, to cruise in search of C. S. S. Alabama (290).

NAVY DEPARTMENT, *October 29, 1862.*

SIR: Proceed to sea with the U. S. ship *Onward* and cruise in the track of our vessels bound to and from England, in search of the piratical steamer *290*, and for the protection of our commerce on that route. You will run to the eastward as far as longitude 15° W. from Greenwich and touch at the Azores occasionally. After exhausting your provisions, return to Boston for a fresh supply.

Enclosed herewith is a photograph of the *290*, or *Alabama*, also a copy of the circular instructions of the Department, dated August 18, 1862, to our cruisers, in reference to search and seizure.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Volunteer Lieutenant J. F. NICKELS, U. S. Navy,
Commanding U. S. Ship Onward, Boston.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of arrival at Algeciras, Spain, and giving information regarding C. S. S. Sumter.

U. S. GUNBOAT CHIPPEWA,
Bay of Algeciras, Spain, October 30, 1862.

SIR: I have the honor to report that I arrived here this day after a passage direct of twenty-eight days from Hampton Roads, Va. On my arrival I found the *Kearsarge*, Captain Pickering, to whom I reported, showing him at the same time the orders under which I was acting. As soon as possible I communicated with the American consul at Gibraltar, from whom I learned that the *Sumter* had but little coal on board; that her machinery might be in such order as to enable her to reach England; her boilers are defective; she has no sails bent. She is now in charge of her sergeant of marines; has 1 assistant engineer, 1 boatswain, 1 steward, 5 men (about). Nothing in the way of

coal can be received on board of her without permission from the authorities at Gibraltar.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commodore Ringgold, U. S. Navy, commanding U. S. ship Sabine, of intended departure for sea from New London, Conn.

U. S. SHIP SABINE,
New London, October 31, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of instructions, of the 28th instant, by the mail just in, and beg leave to say that, wind permitting, I shall put to sea on Sunday next, and will proceed with all diligence to execute the duty confided to me.

I am, very respectfully, your obedient servant,

CADWALADER RINGGOLD,
Commodore.

Hon. GIDEON WELLES.
Secretary of the Navy.

Letter from the U. S. consul at Gibraltar to the Secretary of the Navy, reporting arrival of a Confederate officer to take charge of C. S. S. Sumter.

CONSULATE OF THE UNITED STATES OF AMERICA,
Gibraltar, November 1, 1862.

SIR: I beg to inform you that an officer arrived this evening by the British mail packet *Delta* from Southampton, for the purpose of taking charge of the steamer *Sumter*, which continues anchored at this port. From what I can learn, this officer was attached to the *Sumter* when she first made her appearance at this port. I have communicated this information to the commanders of the *Kearsarge* and *Chippewa*, who continue off Algeciras.

I have the honor to be, sir, your obedient servant,

HORATIO J. SPRAGUE,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Order of the Secretary of the Navy to Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, to remain on the European coast for the protection of commerce.

NAVY DEPARTMENT, *November 1, 1862.*

SIR: Your communication of the 6th ultimo, dated at Fayal, has been received.

For the present you will remain on the European coast in the best

position for watching the enemy and protecting our commerce, visiting as often as advisable the Azores and Madeira.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Captain C. W. PICKERING,
Commanding U. S. Steam Sloop Kearsarge, Cadiz, Spain.

Order of the Secretary of the Navy to Acting Master Williams, U. S. Navy, commanding U. S. ship Ino, to cruise near the island of St. Helena to warn merchant vessels against the C. S. S. Alabama (290).

NAVY DEPARTMENT, *November 1, 1862.*

SIR: As soon as the U. S. ship *Ino*, under your command, is ready for sea proceed with her to the island of St. Helena for the protection of our commerce passing in that direction. If on arriving at St. Helena you are not allowed to remain in port, you will leave at once and cruise in the vicinity as long as your supplies will permit and then return to New York.

You will communicate with our merchant vessels and whalers that you meet with, and put them on their guard against the piratical steamer *290*, or *Alabama*. If you should receive reliable information of this steamer having gone toward either of the capes, you will follow her. Transmitted herewith is a photograph of the *290*. I also transmit a copy of the circular instructions of the Department issued August 18, 1862, to our cruisers, on the subject of search and seizure.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Master JAMES M. WILLIAMS,
Commanding U. S. ship Ino, New York.

Letter from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, giving names and cruising grounds of United States vessels searching for the C. S. S. Alabama (290).

NAVY DEPARTMENT, *November 1, 1862.*

SIR: Your dispatches numbered from 1 to 8 have been received. A copy of your No. 4, in reference to the action of the commander of H. B. M. gunboat *Bull Dog*, in transporting several officers of the rebel service from Nassau to Bermuda, has been communicated to the Secretary of State.

The *Dacotah* having returned to New York with the yellow fever on board, the Department has sent her to the coasts of Newfoundland and Nova Scotia for the health of her crew and in search of the *Alabama*, or *290*. We have heard nothing of the movements of this steamer since the Department last wrote to you concerning her. It is important that you should know what vessels of the Navy are in search of the *290*, so that you can direct the movements of your squadron more effectually.

The *Mohican* has gone to the Cape Verde, and will cruise in that vicinity and on toward the Cape of Good Hope; the *San Jacinto* to

Bermuda, thence through the Windward Islands to as far south as Trinidad; the *Augusta*,* via Bermuda and St. Thomas, through the Windward Islands, and along the coast of South America to Pernambuco; the *Onward* will cruise in the track of vessels between England and the United States; the *Sabine* will go to the Azores, Cape Verde, over to the coast of Brazil, and back to New York; the *Ino* to St. Helena. The *Kearsarge*, *Tuscarora*, and *St. Louis* are cruising somewhere about the Azores. Under this arrangement it will be well to keep your squadron within the West Indies. The *Vanderbilt* is not quite ready yet, and the Department is undecided whether it will send her to the West Indies or directly after the *290*, on learning again where she is.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron, Havana.

Order from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Ridgely, U. S. Navy, commanding U. S. S. Santiago de Cuba, to proceed to Key West, Fla., for provisions.

FLAG STEAMER WACHUSETT,
Havana, November 1, 1862.

SIR: You will proceed to Key West for the following objects, viz: To obtain a supply of provisions for the squadron, as named in the enclosed requisition, take in as much coal as possible, and three months' supply of provisions for your vessel. After having obtained the supplies at Key West, you will touch off this port for dispatches, letters, and papers for the squadron that may have arrived. You will then proceed up the old Bahama Channel to off Sagua la Grande, where you will find the *Wachussett* or *Tioga*, with orders for your further guidance. The duties of the squadron require that you should obtain all supplies at Key West as soon as possible.

It may be well for you to run down by the route of Bahia Honda, both going and returning here, as it will delay you but a short time, and it is possible you may intercept some vessels that have run the blockade. Wishing you a pleasant and expeditious trip,

I am, very respectfully, yours, etc.,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Commander D. B. RIDGELY,
Commanding Steamer Santiago de Cuba,
West India Squadron.

[Telegram.]

BOSTON, *November 2, 1862.*
(Received Washington, 6 p. m.)

Brig *Baron de Castine* arrived at this port. Was captured while on passage from Bangor to Cardenas by rebel (steamer) *290*, and released on bond. Reports the following vessels as captured and burned by *290:*

* The *Augusta* did not go on this cruise.

Ship *Tonawanda*, of Philadelphia, released on bond of $80,000; bark *Lauraetta*, of Boston, burned; ship *Manchester*, burned; ship *Lafayette*, burned; bark *Lamplighter*, burned; brig *Dunkirk*, burned; schooner *Crenshaw*, burned.

J. T. SMITH.

SECRETARY NAVY.

Letter from commandant navy yard, New York, to Secretary of the Navy, transmitting statement made by one of the crew of the C. S. S. Alabama (290).

NAVY YARD, NEW YORK, *November 3, 1862.*

SIR: I enclose herewith a statement of Henry Redden, who alleges that he was one of the crew of the *290*. He says he left her in the steamer *Bahama* after that vessel had discharged her cargo into her at the Western Islands.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

NAVY YARD, NEW YORK, *November 3, 1862.*

SIR: I beg leave to state that I am an Englishman and shipped as boatswain on board the Confederate steamer *290* for about four months. We went on a cruise from Liverpool to the Western Islands. We remained there three weeks. There was a bark commanded by Captain Quinn [McQueen] came from London with 6 guns, 300 barrels of powder, and shot and clothing, also coal. A steamer, the *Bahama*, from Liverpool, came with 2 guns for the *290* and 2 safes with money. The Portuguese ordered us out of port while [we] were discharging the *Bahama*. We told them we were disabled and that we were a Spanish man-of-war bound from London to Havana in distress. We went to sea that day and came back same night and finished receiving goods. This was about two months since. There were on board four Savannah pilots, viz, William King, James King, Barnstein, and Hardy. Captain Bulloch, of the C. S. Navy, came from Liverpool in the *Bahama* to see her all right. He did not go in the *290*.

Her speed, I am confident, is not over 11 knots; she is not ironclad, but wooden and screw; nor is she a good sea boat, as she rolls heavily. She carries eight guns—two pivot rifled 98-pounders, and six 62-pounders smooth bore (three on broadside). When the cargo was all on board, Captain Semmes mustered all hands aft and said that he was going to take from an eagle to an anchor from the enemy. He said his heart was broken to see his country going to ruin, and that he was going to do all he could against the enemy. She had 92 men when I left, and they were not over-anxious to remain in her.

I would also state that at Birkenhead, England, Messrs. Lawrence are building two iron rams for the rebels, purporting to be building for some other nation. Length of each, 238 feet.

Very respectfully, your obedient servant,

HENRY REDDEN,
On Board the Edinburgh Steamer, Pier No. 44, North River.

Rear-Admiral H. PAULDING,
Commandant Navy Yard, New York.

Letter from Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, to the Secretary of the Navy, transmitting copy of instructions for pilots at Bermuda, West Indies.

U. S. STEAM SLOOP SAN JACINTO,
Grassy Bay, Island of Bermuda, November 3, 1862.

SIR: I herewith enclose you a copy of regulations handed me by the pilot on my arrival off this island November 1.

I am, respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

INSTRUCTIONS FOR GUIDANCE OF PILOTS.

OCTOBER 10, 1862.

His Excellency the governor having acquainted us that in order to enable him to insure attention to those rules which her Majesty has directed to be observed in the treatment of vessels of war of the United States and Confederates States of America which may enter these waters, the place which these vessels are at liberty to enter or anchor in, until a reference shall have been made to his Excellency respecting their movements or stay, is to be defined.

We have therefore to convey to [you] his Excellency's orders that you are to pilot every vessel of war or privateer belonging to the United States or Confederate States of America which may arrive off these islands, and be desirous of entering into port, direct to Grassy Bay, unless prevented by stress of weather, and there anchor until her commander shall have communicated with his Excellency. If the commander of the vessel shall, however, prefer to remain outside until he shall have communicated with his Excellency, you will be at liberty to anchor his vessel in Five-Fathom Hole.

FREDERICK H. GLASSE,
JOHN T. FISHER,
HENRY G. HUNT,
Commissioners of Pilots.

Mr. THOMAS CANN, *Pilot.*

[Telegram.]

BOSTON, *November 3, 1862.*
(Received Washington, 12:30 p. m.)

The *290* was last seen October 29, latitude 39°, longitude 69°, and steering N. W., with wind south.

JNO. T. SMITH.

Hon. G. WELLES.

[Telegram.]

NAVY DEPARTMENT, *November 3, 1862.*

Dacotah may change her orders so that she will return in ten or fifteen days if she hears nothing of *290*. If she gets upon her track, however, she will follow her up.

GIDEON WELLES,
Secretary of Navy.

[Rear-]Admiral H. PAULDING,
Commanding Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *November 3, 1862.*

Our advices are that on 29th October the *290* was in latitude 39°, longitude 69°, steering N.W., with wind south. The *Dacotah*, *Mohican*, *Ino* and any other vessels leaving the yard can vary from previous orders to go upon her track. Hurry all to sea.

GIDEON WELLES,
Secretary Navy.

[Rear-]Admiral H. PAULDING,
Commandant Navy Yard, New York.

[Telegram.]

NAVY DEPARTMENT, *November 3, 1862.*

The *290* was seen October 29, in latitude 39°, longitude 69°, steering N.W., with wind south. Hurry the *Augusta* to sea with directions to vary from previous orders to get upon her track, if possible.

GIDEON WELLES,
Secretary of the Navy.

Commodore G. J. PENDERGRAST,
Commanding Navy Yard, Philadelphia.

[Telegram.]

NAVY DEPARTMENT, *November 3, 1862.*

On the 29th October the *290* was seen in latitude 39°, longitude 69°, steering N.W., with wind south. Advise your vessels.

GIDEON WELLES,
Secretary Navy.

Acting Rear-Admiral S. P. LEE,
Hampton Roads.

Letter from Lieutenant-Commander Paulding, U. S. Navy, to the Commandant navy yard, New York, suggesting measures for the capture of C. S. S. Alabama (290).

NAVY YARD, NEW YORK, *November 4, 1862.*

SIR: Having heard that a rebel vessel called the *Alabama* is cruising on the ocean and destroying our commerce, I respectfully draw your attention to the following suggestions; Believing that she can easily be

taken by mounting a rifle truck cannon forward and another aft on any of the fast steamers now lying at the docks in New York, fortifying her engines with pressed bales of hay, all of which can be done in a day, placing 200 well armed men and officers on for a crew, I propose to capture her by boarding or running her down, and if the Department will permit a vessel such as the steamship *Eagle*, which has a rifled gun already mounted, to be hired for a limited space of time, I am anxious to offer my services for the purpose of pursuing the pirate *Alabama*.

Very respectfully, your obedient servant,

LEONARD PAULDING,
Lieutenant-Commander.

Rear-Admiral H. PAULDING,
Commanding Navy Yard, New York.

Letter from Commander Nicholson, U. S. Navy, to the commandant navy yard, New York, suggesting measures for the capture of the C. S. S. Alabama (290).

U. S. NAVY YARD, NEW YORK, *November 4, 1862.*

SIR: In view of the close proximity of the pirate *290* to our coast, I would suggest that one of our ocean steamers be chartered, her machinery protected by bales of hay, two rifled guns on truck carriages put on board, and a crew of 200 men. As this *290* is a propeller, a side-wheel steamer can easily overtake her if she is found. I would then run alongside of her and capture her by boarding, and as she carries but 90 men, I am confident that the capture can be easily made. Should these views meet your approbation, am ready to leave on this duty at a moment's notice. The vessel, if chartered, can be got ready in a few hours.

I am, very respectfully, your obedient servant,

J. W. A. NICHOLSON,
Commander, U. S. Navy.

Rear-Admiral HIRAM PAULDING, U. S. Navy,
Commanding Naval Station, New York.

Letter from the U. S. minister at Lisbon, Portugal, to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, advising a cruise for the protection of merchant vessels.

LEGATION OF THE UNITED STATES,
Lisbon, November 4, 1862.

SIR: It is known from various sources of information that the piratical cruiser *Alabama* is still pursuing the career of destruction and depredation upon American commerce which was recently commenced off the island of Flores.

By the last accounts it would seem that this cruiser, after leaving the Azores, took a western course toward Newfoundland, and in that vicinity burned and destroyed all ships bound on regular voyages between New York and the ports of Europe. Among them was one laden with a valuable cargo for this port.

I have reason to believe that a large number of vessels freighted

with cereals have already left or soon will leave New York for Lisbon. It is of great consequence that they and others in a similar category should be protected. Your ship is the only one now available for the purpose on this side of the Atlantic, the *Kearsarge* being only temporarily disabled.

My decided opinion is, and my advice conforms to it, that the *Tuscarora* should proceed forthwith to those waters and places, where the most efficient succor and protection can be afforded to merchant vessels destined for Europe or vice versa, from and to the northern ports of the United States.

I would therefore strongly recommend a cruise between Azores and the west Atlantic coast, along the general track of commerce, until proper relief is furnished by the Navy Department, which may soon be confidently expected, if it has not already been provided. Afterwards, I would advise you to return to these waters, since it may be supposed that some of the depredation will be changed, and we should be prepared for all such contingencies.

I am, sir, very respectfully,

JAMES E. HARVEY.

Commander CRAVEN,
U. S. S. Tuscarora, Lisbon.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of arrival at Bermuda, West Indies, with impaired machinery.

U. S. S. MOHICAN,
Bermuda, November 5, 1862.

SIR: I have to report to the honorable Secretary of the Navy that I arrived at this port on the 1st of November with the machinery of this vessel so much out of order that it was unsafe to remain at sea any longer. We have experienced very heavy weather on our voyage to this place, losing our port quarter boat and badly damaging the starboard launch and carrying away the entire head. At one time the water in the hold was nearly up to the furnaces, and at the time the journals and crank pins were so much heated that we could not work the engines, which has been the case frequently since we left port. All the hand pumps were at work and the crew employed bailing, which kept the water down until we could work the engines and bilge pumps. Had the engineers' department been more experienced much of our trouble would have been obviated. It is very important that some of the engineers that had been in the ship previously should always be retained on board and then all would not be green. As is the case on board of the *Mohican* not one of the engineers on board ever passed an examination. I found the U. S. S. *San Jacinto* at this port and immediately ordered a survey on the engines and boilers of this ship, and herewith enclose you the report * of the surveying officers. I shall have everything in order in a few days and proceed to obey my instructions.

I would also state that the 100-pounder rifled gun put on board of the vessel at Philadelphia has brought her so much by the head that it has destroyed all her good sea and sailing qualities. She labors so heavily in a gale of wind that I consider her quite unsafe; during the

* Omitted.

gale that I was in, with sail and steam I could only get 4 miles per hour, which she should have done under sail alone, as the wind was fair.

I am, very respectfully, your obedient servant.

O. S. GLISSON,
Captain, U. S. N.

Hon. GIDEON WELLES,
Secretary of the U. S. Navy, Washington, D. C.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, relative to the quality of supplies received from Key West, Fla.

FLAG STEAMER WACHUSETT,
Havana, November 5, 1862.

SIR: I acknowledge the receipt of your dispatches by the Pacific English mail steamer, by way of Nassau, which reached here last evening.

The *Santiago de Cuba* leaves for Key West to-day. I have provisioned this vessel from her stores and send her to Key West to obtain a supply for the other vessels of the squadron. The stores received from the *Santiago de Cuba*, according to the enclosed report, will most of them be condemned on survey; they are said to be very much damaged, but we can not do better. Commander D. B. Ridgely reports to me that the provisions at Key West are all in a very bad state, the beef being old, and the bread, having remained a long time in this climate, has become unfit for serving. I need not say to you how important it is for the health of the crews that our provisions should be free from decay; indeed, there is scarcely anything which will so soon produce sickness as bad food, and must have a great effect upon the cruising of the squadron. I have resorted to Key West for our supplies, as I understand there is a great quantity there in store, but I have ordered a careful survey to be made before they are received for the use of the squadron. I shall order Commander Ridgely to give particular attention to what is received and report to me whether the stores are of such a character as to preclude my taking them in for a future supply. I should not have received them from the *Santiago de Cuba* if they could have been procured elsewhere.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[*Acting*] *Rear-Admiral, Commanding West India Squadron.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of the commandant navy yard, New York, of the departure of U. S. S. Dacotah to search for C. S. S. Alabama.

NAVY YARD, NEW YORK,
November 6, 1862.

SIR: I have to report that the U. S. S. *Dacotah* left here yesterday afternoon. Captain McKinstry was furnished with a copy of the

Department's dispatch in relation to the last advices of the *290*, or *Alabama*, as also with that in relation to the pursuit of her.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Order of the Secretary of the Navy to Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, to cruise in search of C. S. S. Alabama (290).

NAVY DEPARTMENT, *November 6, 1862.*

SIR: Proceed to sea with the U. S. S. *Vanderbilt*, under your command, in search of the piratical steamer *290*, or *Alabama*, and for the protection of our commerce. Your main object will be the pursuit of that vessel, and, if found, to capture or destroy her.

You will cruise in the track of vessels within the Gulf Stream bound to and from Europe, as far east as the Grand Banks and to the Capes of the Delaware on the south. You should visit Bermuda as early as possible for the purpose of enquiring after the *290*. Every twenty days you will return to port, either New York or Boston, to ascertain if any reliable information of the movements of the *290* have been received.

Of course you will not regard yourself as restricted to the limits indicated in these instructions. Circumstances may render it necessary or important for you to deviate from them, and if reliable intelligence of the movements of the *290* reaches you, no matter in what quarter, you will not hesitate to go after her. It is reported that she was last seen October 29, in latitude 39° N., longitude 69° W., steering N. W., with wind south.

You are to exercise all the rights pertaining to a cruiser of the U. S. Navy in time of war, and whilst giving your special attention to the important duty particularly confided to you, you will exercise the unquestioned belligerent right of search, and will be vigilant to detect, seize, and send into port for adjudication any vessel employed in conveying contraband of war to the insurgents or violating the blockade. Transmitted herewith is a copy of the circular letter issued by the Department on the 18th of August last, recapitulating the instructions from time to time given and the restrictions and precautions to be observed by our cruisers with regard to the searching and seizing of vessels.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Lieutenant CHAS. H. BALDWIN, U. S. Navy,
Commanding U. S. S. Vanderbilt, New York.

Seizure of Confederate schooner Elias Reed by U. S. S. Octorara, November 5, 1862.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara.

U. S. S. OCTORARA,
Little Bahama Bank, November 6, 1862.

SIR: I have the honor to report that we seized the Confederate schooner *Elias Reed*, William Blakeney, master, yesterday at 6 o'clock

p. m., in 4½ fathoms water, in latitude about 26° 59′ 30″ north, longitude about 77° 49′ W., the center of Umbrella Cay bearing N. E. by N., and the south end of Allens Cay E. by N. true, distant about 4 miles. Her cargo consists of 8 bales of sea-island cotton, about 76 barrels of turpentine, and 365 barrels of resin. No papers were found on board. Her cargo and a Confederate flag are the only indications of her character. She is believed to have been from St. Marys, Ga., and bound to Nassau.

Her crew consists of James Collins, of St. John, New Brunswick; Edward Reiley, of Nassau: Richard Welsh, of Ireland; Robert Gikie, of Scotland, and John Williams, of Scotland. F. W. Williams, of New Orleans, and Albert de Roediger, of Paris, are represented as passengers. The former I suspect is the owner of the cargo, and from a private paper, which I will enclose, he is probably an agent for purchasing a steamer to run the blockade. William Blakeney is the owner of one-third of the vessel and cargo and represents the remaining two-thirds.

I send her to Key West in charge of Acting Ensign J. H. Wiley.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.—Extract.]

AUGUSTA, *October 16, 1862.*

* * * * * * *

I expect, however, to make most out of the blockade, and hope soon to hear you are safely out and have brought [bought] a steamer of suitable size and draft and one or two more sailing vessels, and loaded the latter, with the *Elias Reed*, with salt to return.

* * * * * * *

(Address[ed] to "Dear Frank" and signed "Aleck.")

Order of the Secretary of the Navy to Commander Collins, U. S. Navy, commanding U. S. S. Octorara, to forward to the Department further information.

NAVY DEPARTMENT, *February 14, 1863.*

SIR: It has been alleged that the schooner *Elias Reed* was, at the time of her seizure, within the territorial jurisdiction of Great Britain, and a correspondence on the subject has passed between this Department and the Secretary of State and Lord Lyons on the subject.

An affidavit of two seamen who were serving on board the *Elias Reed* has been presented to Mr. Seward by Lord Lyons, and a copy of it is herewith enclosed. In your report of the seizure of the schooner, you give the locality of her seizure as about 4 miles from the adjacent keys. The Department desires a supplemental report on the subject, and if the affidavit is not correct, any evidence that you may be able to bring forward to disprove the statements of the parties.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander N. COLLINS,
Commanding U. S. S. Octorara, Havana, Cuba.

[Enclosure.]

Know all men by these presents, that on this 23d day of December, in the year of our Lord 1862, personally came and appeared before me, Bruce Lockhart Burnside, a notary public by lawful authority ap-

pointed, duly admitted, and sworn, residing and practicing in the city of Nassau, in the Island of New Providence, Edward Royley and John Williams, seamen, of and belonging to the Confederate schooner *Elias Reed*, of and belonging to the port of St. Marys, in the State of Florida, and did solemnly declare that they sailed from the said port of St. Marys, bound to this port of Nassau, on or about the 30th day of October last, and when ten days out, the weather being very heavy, the vessel was brought to anchor under the lee of Strangers Cay, Great Abaco, distant about 2 miles. The vessel laid there that night, and next morning got underway and beat up between the mainland and the cays and came to anchor in the harbor between Angel Fish Point and Hog Cay, surrounded by the cays and the mainland of Abaco, the land in no case being over a mile and a half distant. That whilst lying there about 5 p. m. they discovered a steamer approaching, and shortly after sunset an American armed steamer, called the *Octorara*, came within hail and an armed boat boarded them, after which the vessel was taken charge of by a prize crew and the vessel got underway and towed by the *Octorara* some 2 or 3 miles. The crew of the schooner were then transferred to the *Octorara* and the schooner towed down opposite the Isaacs, where she was put in possession of a prize officer and sent to Key West as a prize, and the crew of the schooner were detained on board of the *Octorara* for twenty-one days and then taken to Key West.

And these declarants further declare that at the time of the capture of the said schooner *Elias Reed* she was at anchor within a harbor of the Bahama Islands, within the dominions of her Majesty the Queen, and subject in all things to the territorial jurisdiction of her Majesty.

EDWARD ROYLEY.
his
JOHN x WILLIAMS.
mark.

Declared to this 23d day of December, A. D. 1862, before me.

B. L. BURNSIDE,
Notary Public.

To all to whom these presents shall come:

I, Bruce Lockhart Burnside, a notary public by lawful authority appointed, duly admitted, and sworn, residing in the city of Nassau, in the island of New Providence, do hereby certify that the foregoing is a true copy of a notarial declaration duly made before me by the within-named Edward Royley and John Williams, as the same remains of record in my notarial record book, pages 101 and 102.

In testimony whereof I have hereunto set my hand and caused my seal notarial to be affixed the 26th day of December, in the year of our Lord 1862.

[SEAL.]

B. L. BURNSIDE,
Notary Public.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, transmitting affidavits regarding the seizure of Confederate schooner Elias Reed.

U. S. S. OCTORARA,
Key West, March 29, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 14th February last, with a letter from the Hon. William H. Seward, Secretary of State, and affidavits of two seamen in relation to the "seizure within the territorial jurisdiction of Great Britain" of the

Confederate schooner *Elias Reed*, requiring from me a supplemental report on the subject. In answer, I have to inform the Department that the *Elias Reed* has been condemned by Judge William Marvin, and has been sold at this place.

The enclosed original affidavits are, I trust, a sufficient answer to the depositions of two seamen at Nassau. The fact of Stephen Roberts being a skillful seaman, late master of the British schooner *Agnes*, and a citizen of Nassau, will no doubt, with Lord Lyons, give additional weight to his testimony.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

SOUTHERN DISTRICT OF FLORIDA:

Now comes Stephen Roberts, and, being duly sworn, deposes and says that he is by occupation a Bahama pilot; that on the 5th day of November, A. D. 1862, he was engaged as pilot on board the U. S. commissioned ship of war the *Octorara;* that on said day the said ship of war *Octorara* captured a schooner called the *Elias Reed;* that the capture was made on the Bahama Bank about midway between Little Abaco Island on the south and the range of keys on the north. Deponent believes the channel in which the *Elias Reed* was captured to be at least 9½ miles wide at the place of capture. The captured vessel was just about in mid-channel, and can not have been less than 4 miles from the nearest point of land at the time of seizure.

STEPHEN ROBERTS.

Subscribed and sworn before me this 29th day of November, 1862.

GEORGE D. ALLEN,
Clerk U. S. District Court.

—

SOUTHERN DISTRICT OF FLORIDA:

Now comes John A. Johnstone, and, being duly sworn, deposes and says that he is at present, and has been for the past year, an officer of the Navy of the United States; that on the 5th day of November, A. D. 1862, he was sailing master on board the U. S. commissioned ship of war the *Octorara;* that on the said 5th day of November, A. D. 1862, the *Octorara* captured a schooner called the *Elias Reed*, and sent the same to Key West for adjudication; that deponent was the boarding officer from the *Octorara* to the *Elias Reed;* that at the time of boarding and capture the said *Elias Reed* was at anchor on what is called the Little Bahama Bank, to the northward of Little Abaco Island, about 5 miles to the westward of the island known as Pensacola Key, and about mid-channel between Little Abaco Island on the south and the range of keys on the north. Deponent believes the capture to have been made at a point 4 miles or more distant from any point of land on either side, and is positive the distance could not have been less than 3½ miles. Further deponent saith not.

JOHN A. JOHNSTONE,
Acting Master, U. S. Navy.

Subscribed and sworn before me this 29th day of November, 1862.

GEORGE D. ALLEN,
Clerk U. S. District Court.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, transmitting copies of communications from U. S. diplomatic officials at Gibraltar and Lisbon, advising his presence at Cadiz, Spain.

U. S. GUNBOAT CHIPPEWA,
Off Algeciras, Spain, November 7, 1862.

SIR: I have just received a note from the U. S. consul at Gibraltar, requesting me very earnestly to proceed at once to Cadiz to communicate with Captain Pickering of the *Kearsarge*, and enclosing a telegram from our minister at Lisbon. I enclose a copy of each.

The storeship *Release* arrived here yesterday and is now making her preparations to return to the United States. Under the circumstances I have taken the responsibility of directing her commander to remain here to watch the *Sumter* until my return.

Trusting that the Department will approve my course,
I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosures.]

NOVEMBER 7, 1862.

SIR: I beg to enclose herewith copy of a telegram which I have just received from our minister at Lisbon; and in sight of the important information therein contained, I would beg respectfully to suggest that you proceed at once with the *Chippewa* to Cadiz, and communicate with Captain Pickering of the U. S. S. *Kearsarge* with regard to your future movements.

The *Release* might remain at Algeciras to watch the *Sumter* during your absence. Please telegraph to Captain Pickering, at Cadiz, and to Mr. Harvey, at Lisbon, what you decide upon. There is no time to lose.

H. J. SPRAGUE,
U. S. Consul.

Commander ANDREW BRYSON,
Chippewa.

[Telegram.]

LISBON, *November 6, 1862.*

Telegraph Captain Pickering immediately, steamer *Bahama*, with men and munitions, is going to get Semmes at Azores. Turkish steamer *Shasgchard* has taken dispatches there for Semmes. Let the *Kearsarge* return to Azores, if possible, forthwith; if not, let *Chippewa* go with this information to meet *Tuscarora*, which started Fayal yesterday.

JAMES E. HARVEY.

[H. J. SPRAGUE, Esq.,
U. S. Consul at Gibraltar.]

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of preparations for cruising, in obedience to orders from the Department.

U. S. S. VANDERBILT,
New York, November 7, 1862.

SIR: I have the honor to acknowledge the receipt of sailing orders, dated November 6, for this ship, and also appointment for William H. Golden as an acting first assistant engineer.

Admiral Paulding has directed, in default of time to send the person to him, to appoint a second assistant in place of Mr. Williams, too sick to accept the appointment sent him. I shall return the appointment sent for Williams.

The *Vanderbilt* came down from the navy yard last night and anchored off the battery to take in her powder. This we shall do as soon as the weather moderates sufficiently. It is now snowing and blowing hard.

I shall sail at the earliest possible moment, and earnestly hope my cruise will prove satisfactory to the Department, and am, sir,

Your obedient servant,

C. H. BALDWIN,
Acting Lieutenant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of detention by storm from proceeding in search of C. S. S. Alabama (290).

NEW YORK, *November 7, 1862—p. m.*

MY DEAR SIR: I have this moment received the telegraphic dispatch of the Department relative to the engineers, which will straighten the matter up. Also the admiral has just sent my sailing orders. My own opinion would be rather in favor (just now) of the *290* being off Hatteras, particularly as East and West Indiamen, ships from South America, and the homeward-bound California steamers all either make Hatteras light or come out of the stream just to the northward of the cape. I barely got through taking in my stores, balance of my crew and loaded shells yesterday, and last night at 9 o'clock I left the yard and anchored off the battery to take in powder. This morning it is blowing and snowing furiously, so that I can't get a boat to get aboard again. Immediately it moderates I shall get in my powder and lose no time in getting off. I am still short some 8 firemen, but the engineers are now looking round town for some and think they will be successful. To me, it looks like a regular northeast snowstorm and gale, and it may last to-morrow, and even the next day. You might have something else to telegraph, but you may rest assured I shall not trifle with any time.

The *Vanderbilt* is now in first-rate condition, and I pray I may have the opportunity of doing something worthy of so splendid a command.

Before I close this, let me again thank you sincerely for your kindness to me personally, and believe that I am,

Faithfully, yours,

C. H. BALDWIN.

Hon. G. V. FOX,
Assistant Secretary of the Navy, Washington.

Letter from the governor of New York State to the Secretary of the Navy, requesting that immediate measures be taken for the protection of New York Harbor.

STATE OF NEW YORK, EXECUTIVE DEPARTMENT,
Albany, November 8, 1862.

SIR: I have been in New York for a few days past, occupied in examining the defenses to the water approaches of that city. While there I had several interviews with Admiral Paulding, Colonel Delafield, and Mr. Collector Barney on this subject. As the result of my observation and counsels I respectfully ask that Admiral Paulding be immediately clothed with authority to take such measures and employ such means as in his discretion may be deemed proper and necessary for protecting the harbor of New York and defending it from attack by water.

If the Navy Department will grant such authority, and I hope it may and that quickly, Admiral Paulding will at once anchor the school ship *Savannah* in the North River, where she will be prepared to render valuable service in the case of necessity, and where, I am assured, that for all the purposes of a naval school it is as well that she be there as where she now lies. He will, if authorized, take the very important precaution of boarding every steamer and other vessel to ascertain its true character before it enters the harbor. Prudence imperatively demands this step. At present there is neither means nor authority for doing this. An ironclad ship of war should be placed under his command at once.

The vast damage that could be done by a hostile war ship to the property of the city of New York before it could be destroyed or taken renders the course I have recommended a matter of the gravest importance. I pray you to give to it your immediate and favorable attention.

I am, with high regard, your obedient servant,

E. D. MORGAN,
Governor.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Rodgers, U. S. Navy, commanding U. S. S. Tioga, of cruise in the West Indies, from October 29 to November 8, 1862.

U. S. S. TIOGA,
Off Stirrup Cay, November 8, 1862.

SIR: I have the honor to report the arrival this day of the *Tioga* at this place. In obedience to your order I sailed from Turtle Harbor on the 29th ultimo, and the same evening arrived on the bank off Bemini Islands. Skirting them, I anchored to the south of the Great Isaac. The wind blew very fresh from the northward and eastward, making an unusually high sea on the bank. Nothing of interest occurred, and on Sunday, the 2d, the *Octorara* arrived. After supplying her with bread, of which she was short, I sailed for the Auguila Islands, making the best speed possible, and arriving there the next morning. I sailed nearly around the islands, but saw neither vessels, habitation, nor any living thing. I then kept away for Sagua la Grande, arriving

the same evening. Not being able to learn anything of the flagship from the pilot, I ran into the harbor to communicate with the consul; but finding that he was at Sagua, some 6 miles up the river, and learning that nothing had been seen or heard of the flagship, I went outside early next morning, and after cruising a short distance along the coast, anchored off the harbor in 5 fathoms water. The pilot declined staying on board without permission of the captain of the port, as it was against the regulations. I sent an officer to the captain of the port, who was very polite, but stated that it was impossible to grant my request; that if one of their own men-of-war desired it, he could not grant it. The authorities and inhabitants were exceedingly courteous, the pilots refusing to take any pay, by order, as they said, of the captain of the port. I sent the money, however, to that officer, with a civil message. While lying off the port a steamer appeared in the offing. I got underway to speak her, and while passing the outer buoy ran ashore, the ship going on the shoal almost imperceptibly, and lying very quiet while there. When the tide rose, some four hours after, we hauled her off.

Thursday, the flagship not making her appearance, and having learned from the orders of Captain Collins, a copy of which he furnished me, that he was to meet the *Wachusett* off Abaco or Stirrup Cay on Friday, I considered that I should best be carrying out your wishes by going to Stirrup Cay. I therefore sailed on Thursday, anchoring late that night on the bank in a norther, and proceeding next day to this place, finding at anchor here the U. S. S. *Massachusetts*.

Very respectfully, your obedient servant,

G. W. RODGERS,
Commander.

Rear-Admiral CHAS. WILKES,
Commanding West India Squadron.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of the disability of that vessel, and the arrival of the U. S. S. Chippewa at Cadiz, Spain, in accordance with advices of diplomatic officials at Gibraltar and Lisbon.

U. S. STEAM SLOOP KEARSARGE,
Cadiz, November 8, 1862.

SIR: I have the honor to enclose copy of a telegram from the U. S. minister at Lisbon, to H. J. Sprague, U. S. consul at Gibraltar, in reference to the movement of rebel steamers at the Western Islands. Also a copy of a letter* from Consul H. J. Sprague to Commander A. Bryson, in command of the gunboat *Chippewa*.

Commander A. Bryson, acting upon the suggestion of Consul Sprague, arrived at this port with the *Chippewa* this forenoon, and is now upon his way to Fayal in obedience to an order from me, a copy of which is here enclosed.

The Department will see, per copy of late survey and my letter of yesterday, the impossibility of the *Kearsarge* again putting to sea until she be docked.

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* See p. 537.

With deep regret at the unfortunate condition of the *Kearsarge* at the present moment,

I have the honor to be, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. SLOOP KEARSARGE,
Cadiz, November 8, 1862.

SIR: Agreeably to instructions per telegram of the 6th instant, from Hon. James E. Harvey, U. S. minister at Lisbon, to H. J. Sprague, esq., U. S. consul at Gibraltar, and his (Mr. Sprague's) suggestions thereupon in a letter dated the 7th instant, you will proceed to the Western Islands.

Upon your arrival you will communicate with Charles W. Dabney, esq., U. S. consul at Fayal, and Commander Craven of the *Tuscarora*, imparting the intelligence conveyed in said telegram, which communication will control your subsequent movements.

As soon as practicable you will return to your station and resume the duties assigned you by the honorable Secretary of the Navy.

I am, respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Commander A. BRYSON, U. S. Navy,
Commanding Gunboat Chippewa, Cadiz.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, of arrival at Turtle Harbor, Florida, for protection of coal schooners.

U. S. BARK GEMSBOK,
Turtle Harbor, Florida, November 10, 1862.

SIR: I have the honor to report the arrival of this ship from St. Andrews Sound, Georgia, in obedience to orders from Rear-Admiral Du Pont to report to you, to protect the coal schooners in this harbor, by order of the Navy Department. Found here the schooner *Jos. M. Houston*, with about 300 tons coal on board.

On the 9th instant prize schooner *Elias Reed* put in here in want of assistance to proceed to Key West. I sent to her an acting master's mate and two men; she left here on the morning of the 10th instant.

Very respectfully, your obedient servant,

EDW. CAVENDY,
Acting Lieutenant, Commanding.

Acting Rear-Admiral CHARLES WILKES,
"Flying Squadron."

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, urging the necessity for a larger force to effectually carry out the wishes of the Department.

FLAG STEAMER WACHUSETT,
Havana, November 11, 1862.

DEAR SIR: We have just completed the repairs of the *Wachusett* at the dockyard, which the admiral pressed upon me to go to effect, and has been very civil and obliging in offering and doing everything we desired. The *Wachusett* has broken down twelve times since we left Washington, about every three days, on an average, which disables us for twelve hours and at sea causes a great loss of time. I had an inkling of how it would be when I was hurried off so soon from [the] Washington yard. The tubes in our boilers are very defective and are so liable to accident, and require so much time to repair, that I am of opinion they ought to be discarded from all cruising ships of war. With horizontal tubes plugging is the work of a few minutes, but with the vertical ones we have to waste some twelve hours to cool off and empty the boilers.

I have your dispatch of the 1st November about the *290*. There is little doubt in my mind of her final destination being the West Indies, and I so much regret that I have not vessels or force enough to make her capture certain. I shall certainly do all I can, but to watch the outlets of the channels and invest them, it is impossible. I have no news of the *Cimarron*, and regret to learn the *Dacotah* has gone in another direction. The Aspinwall steamers are undoubtedly the final object of the *290* and she will refit on the Bahama Banks somewhere if she can get in. I have written before to have more force, and stated my views fully, and I trust the Department will order them promptly. We are more likely to hear of the *290* first at this place, and for this purpose I am obliged to keep a vessel here or touch in every few days for information. I promise you we shall do all we can, but I do not feel that the force I have now with me can effectually stop up and visit the localities where the *Alabama*, or *290*, will probably repair.

I leave to-morrow morning at daylight to search for her and the other vessels named in the letter to the State Department.

Very respectfully yours, etc.,

CHARLES WILKES,
[*Acting Rear-Admiral, Commanding West India Squadron.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Boston Board of Trade to the Secretary of the Navy, urging the need of and suggesting measures for the protection of Boston Harbor.

[Private and confidential.]

OFFICE OF THE BOARD OF TRADE,
Boston, November 12, 1862.

SIR: The undersigned, a committee of this board on the subject of "defense of the harbor," appointed soon after the beginning of the present war, have already more than once asked the attention of the Government to the comparatively defenseless state of the harbor of Bos-

ton, and have also to-day addressed the honorable Secretary of War on this subject. In view of the recent reckless depredations of the piratical steamer *Alabama*, and her reported near proximity to our bay, and also the apparently well authenticated fact recently made public, that powerful steam rams are now partially constructed in England, to be used by the rebels in an attack on our principal cities on the Northern coast, added to an apprehension (by no means unfounded) that our country may suddenly be involved in a foreign war, it can not be regarded strange that this community should be pervaded by deep solicitude as to the absence of immediate means to make any adequate defense against an attack from either of the sources referred to. A public meeting on the exchange on this subject has been proposed, but discountenanced by more reflecting minds, as calculated to do much harm by advertising to the world the weakness of our means of defense, and it is probable that from similar considerations so little has been published in the papers of the day. Under these circumstances it is hoped that you will appreciate the motives which lead the undersigned respectfully but earnestly to urge on your immediate consideration the importance of your cooperation with the War Department, in causing this harbor to be completely fortified with the least possible delay. The three forts, Warren, Independence, and Winthrop, which are designed to mount 554 guns, are now ready to receive 475 guns. Only 153 guns are now actually mounted, and none of these can be said to be of sufficiently large caliber to make a successful defense against an armor-plated steamship, especially if she should attempt to enter the harbor through Broad Sound. The works to receive nearly all the guns, say about 475, are now complete so far as it depends on the engineers' department. It only remains for the requisite ordnance to be supplied. Until this is done and even afterwards, this harbor can not be said to be in a proper state of defense without a floating battery. We are not unaware of the embarrassment which the Government has suffered from the limited means of supplying ordnance in its great emergency, nor would we make the claims of Boston Harbor for protection unduly prominent, but you will pardon us if we suggest that, after a war of twenty months, the harbor of the third commercial city in the Union ought no longer to be allowed by its very weakness to invite the aggression of a desperate enemy. It is believed by practical men that through Broad Sound (one of the two principal entrances to this harbor) a reckless and daring piratical ironclad steamer might enter without serious injury and lay our city under contribution. Apart from all other considerations, we need only to allude to the moral effect of such an act on our cause at home and abroad. It is believed that our statement as to the present actual condition of the forts will be found substantiated by recent official reports.

In view of the foregoing facts, we beg respectfully to suggest that the new ironclad steamer *Nahant* (of the monitor class), now nearly completed by Mr. Loring, be allowed to remain in this harbor for its defense, at least until the necessary guns are placed in the several fortifications of the harbor and the pirate *Alabama* has been either captured or destroyed, provided that such disposal of the *Nahant* be, in any reasonable degree, compatible with the immediate or more important requirements of some other branch of the public service.

At this point we need not say that we do not presume to dictate, although we should be derelict in our duty if we omitted to present to your mind the great importance of at once placing this harbor in a state of defense, and the deep solicitude of this board and of the com-

munity generally in reference to this matter. May we not hope that this subject will receive the prompt action that its importance demands?

We remain, respectfully, your most obedient servants,

EDWARD S. TOBEY,
F. W. LINCOLN, Jr.,
W. T. GLIDDEN,
C. O. WHITMORE,
THOS. ASPINWALL,
WM. E. COFFIN,
JOS. S. FAY,
Committee.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Endorsement.]

There is always some naval force at Boston, while other places on the coast, with the exception of Portsmouth, are not so favored. Were a cruiser to enter the harbor of Boston, which is very improbable, there is always a force to see to her. It can hardly be supposed that an armored vessel prepared for operations elsewhere should be detained at Boston and the expedition broken [up] under a remote apprehension that a hostile vessel might attempt to visit that place.

W.

[Second endorsement.]

The armor-clad vessels, of which the *Nahant* is one, are preparing for important operations which alone can be conducted to a successful termination by that class of vessels, and I am sure you would be the last persons to desire to arrest the contemplated expedition.

Report of the commandant of the navy yard, New York, of the sailing of U. S. steamers Vanderbilt and Courier.

NAVY YARD, NEW YORK, *November 12, 1862.*

SIR: I have to report the departure on the 10th instant of the steamer *Vanderbilt*, Acting Lieutenant Commanding Baldwin, and the store-ship *Courier*, Acting Master Cressy, the latter for Port Royal.

Very respectfully, your obedient servant,

H. PAULDING,
Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of arrival at the island of Barbados, West Indies.

U. S. STEAM SLOOP SAN JACINTO,
Carlisle Bay, Island of Barbados, November 13, 1862.

SIR: I have the honor to report my arrival here this morning, and shall leave again on Saturday evening, or sooner if the engines are in order. I shall take in 75 tons of coal and will follow out the instructions received from Rear-Admiral Lee. We arrived at Bermuda on

November 1 at 3 p. m., and left by order of Captain Glisson, of the *Mohican*, as soon as the weather would permit, which was November 4, 6:30 a. m. No news.

Very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C

Letter from C. H. Marshall, esq., for the New York Chamber of Commerce, enquiring in regard to measures for the capture of C. S. S. Alabama.

COMMERCE CHAMBER OF THE STATE OF NEW YORK,
New York, November 14, 1862.

SIR: I address you as chairman of a special committee of the Chamber of Commerce to enquire what measures have been taken to capture the rebel pirate *Alabama*, and also whether the Government will grant commissions to private vessels if fitted out under promise of reward by citizens for that purpose.

I have the honor to be, very respectfully, your obedient servant,

C. H. MARSHALL,
Chairman.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of the necessity of proceeding to Key West, Fla., for repairs and supplies.

U. S. GUNBOAT TIOGA,
Stirrup Cays, November 16, 1862.

SIR: I regret to inform you that we are compelled to leave at once for Key West for supplies and repairs, we having but ten days' rations on board. The *Octorara* might hold out for five days, so far as provisions are concerned, but her starboard boiler is dangerously defective, but if attended to at once could be remedied at Key West. Even now Commander Collins thinks it prudent to have convoy.

I hope to return here by the 20th.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Rear-Admiral CHARLES WILKES,
Commanding U. S. Squadron, West Indies.

Report of Captain McKinstry, U. S. Navy, commanding U. S. S. Dacotah, of arrival at New York from cruise in search of C. S. S. Alabama (290).

U. S. S. DACOTAH,
New York, November 17, 1862.

SIR: In compliance with your telegram dated the 3d, and Rear-Admiral Paulding's order of the 4th instant, the *Dacotah* left this port on the evening of the 5th, in search of the rebel privateer *Alabama*, or *290*. Cape Hatteras and its vicinity being made by ships from China,

the Windward Islands, and those bound north in the Gulf Stream, it was deemed advisable to cruise in that region with the hope of falling in with the rebel marauder. After proceeding toward the east end of Long Island I stood for Cape Hatteras. Severe gales on the 7th, 8th, 9th, and 10th instant prevented a direct course being made, and caused slight damages, detailed in a report to the Chief of the Bureau of Construction, etc., a copy of which is enclosed.

I regret that not the slightest intelligence could be obtained respecting the *290* from the vessels spoken and boarded, a tabular list of which is herewith transmitted.

My health is much impaired, and I feel compelled to request a leave for five or six weeks for its restoration.

I am, sir, very respectfully, your obedient servant,

J. P. McKINSTRY,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy. Washington, D. C.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of arrival at Fayal and intended departure for Algeciras, Spain.

U. S. GUNBOAT CHIPPEWA,
Fayal, November 17, 1862.

SIR: I enclose copy of a note* received from U. S. consul at Gibraltar, with telegram* from our minister at Lisbon; also of my orders† received from Captain Pickering at Cadiz, which orders, as you will see, were to proceed to Fayal and communicate with Charles W. Dabney, esq., and yourself. On my arrival at this place (November 14), after a passage of six days from Cadiz, I at once communicated with Mr. Dabney. I learned that the *Tuscarora* had left the day before my arrival. None could tell me where she had gone, nor for what length of time she might be absent. Feeling that it would be useless for me, under the circumstances, to make even an attempt to find the *Tuscarora*, and that it would be absolute loss of time to await here her return, I take this as the only means in my power of imparting to you the information contained in Mr. Harvey's telegram. I have coaled and provisioned here, and after having received oil, will leave this place on this (Monday) evening for Algeciras. On my way (as it will be in my track) I will, if possible, look in at Angra.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Commander T. A. CRAVEN,
Commanding Steam Sloop Tuscarora.

Letter from the governor of New York State to the Secretary of the Navy, relative to measures for protection of New York Harbor.

STATE OF NEW YORK, EXECUTIVE DEPARTMENT,
Albany, November 17, 1862.

SIR: On my return from Washington I find your letter of the 11th instant, enclosing a copy of a communication to Rear-Admiral Paulding in reference to the anchorage of the school-ship *Savannah*.

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* See p. 537. † See p. 541.

I take this occasion to refer to the subject of my interview with you in reference to the defenses of New York Harbor, and to express my gratification at its result. I had then just been informed that Rear-Admiral Paulding was satisfied that the *Savannah* was unsuitable for the service specified. Accordingly you wisely determined that the *Roanoke* should be placed at the disposal of the rear-admiral immediately on her completion as an ironclad. In the meantime you directed that one of the present ironclads be left in the harbor until the *Roanoke* is completed.

The great importance of this decision is shown by the proposed action of the municipal authorities of New York, who have already taken some measures for raising a fund to protect the harbor by private subscription.

I am, with much respect, your obedient servant,

E. D. MORGAN,
[*Governor.*]

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the Boston Marine Society to the Secretary of the Navy, setting forth the necessity and suggesting measures for the protection of Boston Harbor.

BOSTON, *November 18, 1862.*

SIR: The undersigned, a committee of the Boston Marine Society, have been instructed to call to your notice the defenseless condition of the harbor of Boston and to respectfully solicit that official action which shall place it secure against the attack of an enemy. Our citizens are deeply concerned on the subject and look to the Government, who are possessed with all the powers which are required to make such arrangements as will afford that protection which shall allay their fears and anxieties.

There are obvious reasons in the history and condition of the city of Boston which might tempt an audacious and ambitious foe to lay it under contribution, or to waste and destroy the property of its people. The navy yard, the marine and navy hospitals, and other public institutions are so situated that they almost invite the assault of a vigorous foe. The applause with which such an act would be hailed by the enemies of the Union in the Southern States would nerve the invader to run the risk, while the moral effect abroad, should it be unfortunately successful, might be disastrous to the cause in which our country is engaged.

A recent memorial to your Department from the Board of Trade of this city has so fully set forth the facts in the case that it precludes the necessity of a more elaborate detail. We heartily endorse the appeal for a larger and more efficient armament for the forts, as well as the suggestion that the *Nahant* may remain in this harbor, or, if that is not possible, that some other ironclad vessel may be permanently stationed in its waters.

We would also, in addition, respectfully suggest the expediency of having at the navy yard, fully armed and equipped, a vessel of war which should be ready at a moment's notice to proceed to sea and meet

the foe at the entrance of the harbor, should pilot or homeward-bound vessels give notice of their approach.

Having thus, in obedience to the instruction of the Marine Society, laid the subject before you, we have the honor to remain,

Very truly, yours,

OSBORN HOWES.
THOMAS LAMB.
F. W. LINCOLN, Jr.
CALEB CURTIS.
WM. BRAMHALL.
B. L. ALLEN.
ROBT. B. STORER.
THOMAS C. SMITH.

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter from the collector of customs at New York to the Secretary of the Navy, relative to guarding the approaches to New York Harbor by means of armed revenue steamers.

CUSTOM-HOUSE, NEW YORK,
Collector's Office, November 19, 1862.

SIR: In a conference just held with Rear-Admiral Paulding I learn that the *Passaic*, the only monitor completed at this port, has been ordered away and is about to proceed to sea; that there is not sufficient armament on the *Savannah;* that there are no guns on the ferry-boats; that the boilers of the *Dacotah* are unfit for service, and that orders are given for her repairs; that the *Roanoke* will not be ready for service within sixty days, and that there is no vessel belonging to the Navy at this station which in her present condition and with existing orders can be used for the defense of this harbor and city. Under instructions of the Secretary of the Treasury, and with the understanding had with the Navy Department that it would at all times be ready on two hours' notice to protect this harbor and city against an enemy, I have made arrangements to guard by armed revenue steamers the approaches to the harbor, so as to give timely notice to the military and naval authorities here of the coming of hostile vessels, and probably to offer such resistance, with the aid of the land forces, as will at least occasion such vessels a temporary delay in their approach, and I am exceedingly desirous of being able to assure the citizens of the city that the naval authorities are ready to perform the duty which they have undertaken of destroying any hostile vessels which may by possibility reach the harbor.

I am, sir, with great respect, your obedient servant,

HIRAM BARNEY.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NEW YORK, *November 20, 1862.*
(Received Washington, 4:25 p. m.)

We respectfully request that the *Passaic* remain for the defense of this harbor until the *Montauk* is ready for that service.

E. D. MORGAN.
HIRAM BARNEY.

Hon. G. WELLES,
Secretary of Navy.

Escape of C. S. S. Alabama (290) from the U. S. S. San Jacinto, at Martinique, November 19, 1862.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, enclosing correspondence and reports on the subject.

U. S. STEAM SLOOP SAN JACINTO,
Fort Royal, Island of Martinique, November 21, 1862.

SIR: I have the honor to submit the following statement with reference to the escape of the rebel steamer *Alabama*, or *290*, from this port:

I arrived here on the morning of the 19th instant, and finding the *Alabama* at anchor off the town and under the guns of the fort, I at once prepared to attack in case she attempted to escape. Of course I did not anchor, as that would have involved the necessity of remaining twenty-four hours. Shortly after my arrival a French war steamer came out from the arsenal and anchored near the *Alabama*. The commanding officer came on board with a communication from the governor of the island, a translation of which I herewith enclose, with my reply.

I sent by a fishing boat an invitation to the captain of the brig *Hampden*, of Bangor, Me. (which is here discharging cargo), to cooperate with me by signaling during the night the movements of the *Alabama*. He came on board and took back with him several rockets, with instructions to use them if the *Alabama* should get underway, firing them to the north if she should go by the north shore of the bay and to the south if by the south shore of the bay. This was near evening. As soon as it was dark I dispatched two boats, one under charge of Acting Master Baker, the other under charge of Acting Master's Mate Keene, who were placed near the beach on each side of the bay with red and blue signal lights, so as to communicate the movements of the rebel vessel in the event of her going out. I kept the *San Jacinto* near the middle of the bay, so as to command both sides, if possible.

At 8:10 p. m. three rockets were sent up in a southerly direction. We immediately steamed over along the southern shore, opening the point so in case she passed I could see her. I would here remark that the bay is 6 miles wide where, by the direction of the governor's letter, I had leave to operate, and the land quite high on both sides.

Officers with glasses were stationed in the most favorable parts of the vessel, but were unable to see anything of the rebel steamer. The night was dark and cloudy, with a light rain falling, and the opinion of all was that she could not have been seen over half a mile, and not over 300 yards when covered with so dark a background of hills. The officers and men were kept at quarters during the night, and all seemed as zealous as possible, but from the width of the bay and the darkness of the night our efforts were fruitless. The enemy escaped, notwithstanding all our vigilance.

In the morning, as soon as it was light enough to discover that the *Alabama* had left her anchorage, I sent Lieutenant-Commander Chandler on shore to communicate with the captain of the *Hampden*, who told him he had information from a source which he considered perfectly reliable that the *Alabama* had not passed out of the harbor, but was secreted in the upper bay. I also received a communication from the shore of a similar purport, and thinking that there might be something in the report I sent Acting Master Coop in charge of a party to examine all parts of the bay, but the rebel steamer was not to be found.

I learn that the battery of the *Alabama* consists of six 32-pounders,

one 100-pounder rifle, and one 68; the two latter are pivots. I understand that an English bark, loaded with coal and four 32-pounders, sailed from here the day before I arrived to meet the *Alabama* at some convenient place and there transfer her cargo. Having but a supply of five days' coal on board, I shall continue the search on my way to St. Thomas, looking in at the different points where it is probable that the rebel or coal ship might be found.

For the correctness of the facts in this communication I refer to the accompanying documents.

In conclusion, I need hardly add that my regret for this occurrence is deep and sincere, but feeling that I have done all that I could with the means at my disposal, would respectfully request a court of enquiry to investigate the whole affair.

I am, very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—I could find out nothing of the future movements of the *Alabama.*

[Enclosures.]

[Translation.]

GOVERNMENT OF MARTINIQUE,
Office of the Governor, No. 432,
Fort de France, November 19, 1862.

SIR: Since this morning the United States ship under your command has been in the waters of France, having the appearance of blockading one of the ports of the colony which I govern. This position is one which I can not permit, sir, especially as, in obedience to the instructions of the Emperor, I am disposed to grant to the vessels of the Union the same facilities and impartiality as to vessels of the States which pretend to form a separate confederacy.

I have therefore the honor, sir, to invite you to anchor in the roads of the Fort de France, provided you submit to all the consequences of thus anchoring—that is to say, to the obligation of not getting underway until twenty-four hours after the *Alabama*, should she leave before you, as the latter could not leave until twenty-four hours after you, should you go to sea before her. But should you not accede to this arrangement, I can but request you to leave the waters of France without delay and keep at a distance of 3 miles outside of the point which forms the entrance of the bay.

Receive, sir, the assurance of my high esteem.

DE MAUSSION DE CANDÉ,
The Rear-Admiral, Governor of Martinique.

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U. S. STEAM SLOOP SAN JACINTO,
Fort Royal, Island of Martinique, November 20, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of the 19th instant, and it is my desire to comply with the regulations alluded to in that letter.

With highest considerations, I am, your obedient servant,

WM. RONCKENDORFF,
Commander.

Honorable ADMIRAL,
Governor of the Island of Martinique.

CONSULATE OF THE U. S. OF AMERICA AT MARTINIQUE,
St. Pierre, November 19, 1862.

SIR: I consider it my duty to inform you of the arrival here last night of the following persons, lately prisoners on board the rebel steamer *Alabama*, and landed by her yesterday morning: George H. Fairfield, late U. S. consul at Mauritius, and family; Captain Lincoln, ship *T. B. Wales*, and family; Captain Mellen, ship *Levi Starbuck*, and 43 seamen, being the crews of the said ships. I have made arrangements for sending the seamen to St. Thomas, as there are no American vessels here, nor none expected.

Captain Mellen has offered to be the bearer of this, and if he is allowed to go on board your vessel will be able to give you full particulars of the rebels.

I have the honor to be, sir, your most obedient servant,

JOHN CAMPBELL,
U. S. Acting Consul.

COMMANDING OFFICER OF THE
U. S. STEAM FRIGATE SAN JACINTO,
Fort de France.

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Report of Acting Master Baker, U. S. Navy, U. S. S. San Jacinto, relative to the escape of C. S. S. Alabama (290), November 19, 1862.

U. S. STEAM SLOOP SAN JACINTO,
Fort Royal Bay, November 19 [20], 1862.

SIR: According to your order, I left the ship with the *Dolphin* at 6:30 p. m. and proceeded toward Fort Royal to watch the movements of the rebel steamer *290*, or *Alabama*. The night was dark and thick, with a light rain. As near as I could judge I lost sight of the *San Jacinto* before I had pulled a half mile. She was out to seaward of me on shore. I could not see a vessel a quarter of a mile off between me and the land. I pulled in shore about 1 mile from Point des Négres [Negro Point] light-house until I got about three-quarters of a mile from shore, and pulled up for Point des Négres [Negro Point] and then hove up.

There was a boat went by me, and I took it to be the captain of the American brig *Hampden*. After he got by me I pulled ahead around the light-house, and then I heard the 8 o'clock gun fire. At 8:20 p. m. I saw two rockets go up to the southward; not knowing the meaning, I concluded they were sent up by some one living on shore.

I was in sight of the French man-of-war and went up close enough to hear them talk, and pulled around the harbor to find the *Alabama*, but could not see her. I went close to the French man-of-war and anchored my boat. I had a good view of the harbor, if any vessel made any move to go out throughout the night. There was no vessel made a move to go out.

At 4:30 a. m. I started out of the bay to find the *San Jacinto*.

At 6:45 a. m. I returned on board.

I am, respectfully, your obedient servant,

JOHN BAKER,
Acting Master, U. S. Navy.

Commander WILLIAM RONCKENDORFF,
U. S. Steam Sloop San Jacinto.

Report of Lieutenant-Commander Chandler, U. S. Navy, executive officer U. S. S. San Jacinto, relative to the escape of C. S. S. Alabama (290).

U. S. STEAM SLOOP SAN JACINTO,
Fort Royal, Martinique, November 20, 1862.

SIR: In obedience to your order I left the ship this morning to communicate with the American brig *Hampden*, lying at anchor about a cable length from the fort.

On approaching her I was hailed from a boat near her (apparently a man-of-war boat), and told that I could not go on board the brig without first going to the guard steamer near by. I went on shore and there met the captain of the brig. I asked him about the *Alabama*, and he told me she was still inside of the headlands; and also that he had a man, in whom he placed reliance, on the lookout for her, who told him that she went out as far as the white buoy, and then turned into the inlet or harbor to the right and had anchored behind a high point. I asked him if he believed implicitly what had been told him, and his reply was, "I believe it as sincerely as anything I was ever told without seeing with my own eyes."

From what I saw of the captain of the *Hampden*, I think him a good Union man and one who has the utmost regard for truth. Last night I furnished him with four rockets from this ship, with written instructions how to throw them in case the *Alabama* got underway. The instructions were these: If she goes to the southward, throw a rocket to the southward. If she goes to the northward, throw a rocket to the northward; and follow her with your boat, making signals with a light. He told me that about twenty minutes before he got to his vessel, the *Alabama* got underway and stood to the southward, and that as soon as he got on board he threw three rockets in that direction.

He further stated that a boat came from the guard ship, hoisted his boat up and landed him on shore, with orders to hold no communication with his vessel. and that the officer spoke of fining him for throwing up the rockets.

Respectfully, yours,

R. CHANDLER,
Lieutenant-Commander and Executive Officer, U. S. Navy.

Commander WM. ROCKENDORFF, U. S. Navy.

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Report of Acting Master Coop, U. S. Navy, U. S. S. San Jacinto, relative to the escape of C. S. S. Alabama (290).

U. S. SHIP SAN JACINTO,
November 21, 1862.

SIR: In obedience to your order I left the ship in the *Dolphin* at 8:20 p. m. on the night of the 20th to examine Fort Royal Bay and ascertain if the rebel steamer *Alabama* was there. I proceeded up the bay, remained there until daylight, pulled around Gros Island, took a thorough look all round the bay, and started for the ship from the last-named island at 5:25 a. m., being positive that the rebel steamer *Alabama* was not there, or any other vessel.

Respectfully, your obedient servant,

HENRY J. COOP,
Acting Master, U. S. Ship San Jacinto.

Commander WILLIAM RONCKENDORFF.

Second report of Lieutenant-Commander Chandler, U. S. Navy, executive officer, U. S. S. San Jacinto, relative to the escape of C. S. S. Alabama (290).

U. S. SHIP SAN JACINTO,
At Sea, November 23, 1862.

SIR: In obedience to your order I went on shore on the 20th instant, accompanied by Dr. Bragg, of this ship, and called upon the governor of the island of Martinique. I informed him you were not well and had desired me to present your compliments to him and your regrets at not being able to pay your respects in person. I told him if the *Alabama* had left the waters of Fort Royal you would, if you had time, come in and exchange the usual salutes and civilities. I handed him your reply to his communication, and told him you had endeavored to comply with all its terms as strictly as possible. That the ship might at some time have been within less than 3 miles of the shore, but not to your knowledge.

The conversation was carried on through an interpreter and the governor replied that he was sorry you were ill; that the *Alabama* had sailed, he did not know where, and that he had no fault to find about the *San Jacinto* coming too near the shore. He also said, "Tell your captain that he has free permission to come to anchor, communicate as much as he desires with the shore, and leave whenever he is ready." Also, that if you are in want of anything he would be happy to supply those wants. I thanked him in your behalf, and the interview ended.

As you informed me you had no chart of Fort Royal or any of the ports in the West Indies, and requested me to buy some if I had an opportunity, I went in search of them. I could find only a French chart of Fort Royal Harbor, which I bought and handed to you when I came on board.

On passing the American brig *Hampden* on my return, the captain was on deck and I spoke to him; he told me he was to be confined on board the guard ship that night. Several of the natives of the island informed me while I was on shore that the *Alabama* was still inside the headland in the upper bay, with her topmasts down to prevent being seen.

Respectfully, yours,

R. CHANDLER,
Lieutenant-Commander, Executive Officer.

Commander WM. RONCKENDORFF,
U. S. Steam Sloop San Jacinto.

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Report of Acting Master's Mate Keene, U. S. Navy, U. S. S. San Jacinto, relative to the escape of C. S. S. Alabama (290).

SLOOP OF WAR SAN JACINTO,
November 23, 1862.

SIR: In obedience to your orders I herewith make a report of my boat expedition to watch the pirate *Alabama*, while she was being blockaded in the bay of Fort Royal, Martinique, by this ship. On the night of the 19th of this month I left the ship's side I should judge at about half past 6 o'clock, and proceeded to the south side of the bay, according to orders, with a blue light as a signal. I lost sight of the ship in ten minutes after leaving the side, as it was very dark and cloudy and she was shut in by the land; it was raining a little at the time.

I arrived over to the south side of the bay to within about half a mile of the land, and got soundings in 15 fathoms water. At this time I saw three rockets fired from where I judged the *Alabama* to lay, and to the southward. I pulled up the lead and watched, and went up toward where she lay, but saw nothing of her. I then got in a position where the land was lowest, so that I could see her in case she went between me and the shore, and lay there for about an hour, and then went toward where I judged her to lie, but could not see anything of her. Previous to this and soon after the rockets were fired, I saw a light outside of where I lay, which I judged must have been one of her signals, as it went out of sight two or three times. I heard some voices on the water and thought it was her boat, but when she came close to, I found that it was a shore boat, although she might have been the one that gave the signals. I lay off and on until morning, but saw nothing.

Just before daylight I started for the ship, as I did not want to stop and be seen by the *Alabama* in case she was there by daylight.

I am, very respectfully, your obedient servant,

HENRY T. KEENE,
Acting Master's Mate, U. S. Navy.

[Commander WM. RONCKENDORFF,
U. S. Sloop San Jacinto.]

Abstract of log of U. S. S. San Jacinto, Commander William Ronckendorff, November 19, 20, 1862.

November 19.—At 5:30 a. m. made Port Royal Bay [Fort Royal, Martinique], entered the harbor, and discovered a steamer at anchor near the fort answering to the description of the *Alabama*. At 8 a. m. the steamer at anchor hoisted the rebel flag, called all hands to quarters, cleared away the battery, and made every preparation for an attack. From 9 to meridian, lying off and on watching the movements of the rebel steamer, which still kept her anchor down. At 1:20 p. m. the port physician came alongside and gave the ship pratique. A French naval officer came on board from the governor to the captain. From 4 to 6 p. m., standing off and on watching the movements of the *Alabama*. At 6 the captain of the American bark *Hampden*, accompanied by a whaling captain (whose ship he reported to have been destroyed by the *Alabama*), came on board. Gave the captain of the *Hampden* four rockets, with instructions how to use them in case the *Alabama* got underway. At 6:30 dispatched the *Dolphin*, under charge of Acting Master Baker, and the dinghey under charge of Acting Master's Mate Keene, one to the north and the other to the south shore of the bay, to signalize to the ship if the *Alabama* attempted to pass out. Called the men to quarters and ordered them to put on their side arms for the night and sleep on deck near their guns. At 8:20 three rockets were sent up on shore to the southward. Manned the battery and stood toward the south shore under full steam. Weather overcast and drizzling rain at intervals. At 12, the ship near the south shore and nothing in sight.

November 20.—At daylight could not see the *Alabama* in any part of the harbor. At 6:30 a. m. the *Dolphin* and dinghey returned. At 7 Lieutenant-Commander Chandler went on shore to communicate with Captain Nickerson, of the brig *Hampden*, the ship lying in the middle of the channel. At 8:20 Acting Master Coop left the ship in the *Dolphin* on a reconnoissance up the bay.

Report of Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, transmitting statement of vessels boarded and spoken during cruise.

U. S. S. SONOMA,
Off Stirrup Cays, November 23, 1862.

SIR: I enclose herewith a statement of the vessels boarded and spoken by me since separating from the flagship off Havana.

My cruising ground has extended from the Beminis and Memory Rock on the west to Eleuthera on the east, Man of War Cay on the north, and New Providence on the south. In company with the *Octorara* this vessel crossed the Little Bahama Bank, entering upon it at Memory Rock and leaving the Banks at the Elbow through Man of War Channel.

I have the honor to be, your obedient servant,

T. H. STEVENS,
Commander.

Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.

Letter from the U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of condition of affairs at that port, including list of vessels with contraband cargoes.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
November 23, 1862.

SIR: * * * On your first appearance off this port I got a small schooner and went outside to have a personal interview with you, but night had closed in, and by the time I crossed the bar both ships were standing offshore. I chased you for an hour, but as I did not seem to gain on you, and as the night was threatening, with an ugly sea running, I at length returned to port.

When your ships hove in sight on the 20th instant I was in bed, suffering from a severe attack of inflammatory rheumatism and lumbago, the first of the kind I have ever had, after twenty-seven years of sailor hardships and exposures. I attribute it to my exposures in the Polar ice fields in 1855.

While your vessels were still in sight, standing to the eastward, Captain Malcolm, of H. M. S. *Barraconta*, came to my rooms, and in a very excited state informed me that he had sent his boat off to the admiral's ship with the usual courtesies, and that the flagship had not deigned to communicate with the officer in the boat, nor had she even slackened her speed as the latter approached. Captain Malcolm also said that the pilot who had gone alongside of the flagship had told him that when he told the admiral "that he could not anchor at or off this port without first obtaining the governor's permission to do so," the admiral or executive officer had replied, "that he should anchor if he saw fit to do so without any reference to the governor's wishes or prohibitions."

Captain Malcolm then said that he considered it his duty to call upon me and let me know "that if either of the American cruisers should anchor off this port, before obtaining the governor's consent, he should fire upon them at once, and that he had put his ship in readiness for action before he left her to come on shore."

I suggested to Captain Malcolm that a drunken Bahama pilot's dictum was not the best authority, and could hardly be taken as sufficient grounds for proceeding to extremities. He seemed to agree with me in this respect, and after expressing his high displeasure at the whole proceeding of the United States cruisers then off the port, he took his leave. Great excitement was manifested throughout the town, and many "canards" were in circulation, one to the effect "that Admiral Wilkes had sent word to the governor to ———." The governor has had no official correspondence with me on the subject, and he, in common with all the Bahama officials, has treated me in the most uncourteous manner for many months past, so that I have paid no visits to government house, save those which occasion demanded.

The governor's treatment of my old friend Captain McKinstry, in the *Dacotah*, was uncourteous and unfriendly in the extreme.

The day after you left this locality the steamers *Leopard* and *Antonica*, formerly the *Herald*, arrived at this port direct from Charleston, S. C., with 1,600 bales of cotton and a number of passengers from Dixie. The *Leopard* came in from the westward and the *Antonica* from the eastward. The *Herald* has probably been sold to the Confederate States of America, as with her name she has changed her flag, and now flies the miserable rag of the rebels at her peak. These steamers will doubtless soon leave to run the blockade again. I am under the impression that the blockade runners hug the Eleuthera shore, stretching off well to the eastward until they run their latitude up, when they haul in for the coast and watch their opportunity to effect an entrance.

The following is a list of vessels now here, laden with contraband cargoes and intending to land them, if possible, in "Secessia," viz:

No. 1. *Atlantic.* Brigantine; black, with narrow white ribbon around the bends; cook and cabin houses freshly painted a bright green; short, clump of a vessel; dull sailer.

No. 2. *Leopard.* Long, low steamer; side-wheel; single pipe; schooner rigged; masts and pipe very raking; painted lead color.

No. 3. *Herald*, or *Antonica.* Much the same description as the *Leopard;* no bowsprit, very short mainmast.

No. 4. *Mariner.* A Wilmington tug-boat, with dilapidated engine; is to leave about Christmas for some Southern port.

No. 5. *Bonita.* Iron propeller; black, white ring around smoke pipe, 6 feet from the top; barkentine rig; very fast; is probably loading with cotton for Europe.

I have granted several licenses to small vessels to take salt to Beaufort, N. C., lately, but I shall not issue any more after this date.

On the night of the 19th instant the U. S. gunboat *Sonoma* came off the port and Captain Stevens sent his pilot, Anthony Sweeting, on shore with a communication to me at 12 o'clock midnight. I sent him full information of matters here, and informed him that the steamer *Kate* had left this port on Friday, the 14th November, on her forty-fourth successful trip to Dixie. Her former captain, Lockwood, has gone to Canada, it is said, to purchase a fast steamer for the blockade business, having reaped a large fortune during the past year. I was informed by a friendly Conch that she was at Harbor Island that evening, and I sent the information to Captain Stevens.

I have sent by Captain Loroda several more Bahama pilots to you, with dispatches containing full advices of all the news here, and the rebel movements; also duplicates "to any commanders of the United States cruisers of the West India or Gulf Squadron."

I trust you will make known to the Department that I have cordially cooperated with you, in trying to balk the unholy schemes of the rebels and their Bahama sympathizers. I send you copies of the local papers, containing strictures upon you, which can not fail to amuse you.

You will not be surprised to learn that you are not a favorite among the English or the Conchs, but for every word of denunciation they pronounce your country's history will make amends by crowning your name with glory and well-deserved renown.

You will notice in the Herald of the 22d, enclosed, a proclamation forbidding any British subject to engage on board the war vessels of belligerents, and it may be advisable to engage your pilots in such a manner as to evade this document.

Charleston itself is not more entirely secession than Nassau, and I have had a most unpleasant billet as United States consul here. I hope to have a personal interview with you ere long, and you may depend upon my active and hearty cooperation in everything that will tend to the glory of our beloved country and the speedy downfall of this hellish rebellion.

I have the honor to be, your most obedient servant,

SAML. WHITING,
U. S. Consul.

[Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.]

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of the cruise of the flag steamer Wachusett, from November 12 to 24, 1862.

FLAG STEAMER WACHUSETT,
Stirrup Cays, November 24, 1862.

SIR: I have to report my arrival at this point with the *Santiago de Cuba* in company. The *Wachusett* left Havana on the 12th instant and proceeded to Sagua la Grande, off which place we fell in with the *Santiago de Cuba*, just From Key West, where I had dispatched her, as I informed you, for supplies of provisions, etc., for the vessels of the squadron.

Off Sagua la Grande I expected to have fallen in with the *Tioga*, which had been sent to cruise there from Turtle Harbor, under my orders of the 28th October. The *Wachusett* and *Santiago de Cuba* cruised between Sagua la Grande and the Paredon Grande light-house, anchored in at Cay Frances, and had communication with our consul there, Mr. Stone. There were three American vessels lying at Cay Frances, one of them the bark *Betsey Williams*, for which vessel I had acceded to our consul-general's request to furnish an officer to take her to the United States. Acting Master Bunce was ordered. He joined the vessel at this place, but the day before he was to have sailed he died suddenly, it was reported of fever, but it has since transpired that he was poisoned by the mate and steward, who were then undergoing an examination before the consul, the steward having turned state's evidence against the mate. My duties did not permit me to detain the vessel, intending in a few days to revisit the place and make more particular inquiries, and, if safe, order a post-mortem examination.

Nothing was seen of the *Tioga*, or heard from her, and I concluded

to pass the whole length of the Grand [Great] Bank, from nearly opposite the east point of Cay Sal to the bottom of the tongue of the ocean with the *Santiago de Cuba* in company, and to pass into it between the many sand bars which make there. This we did after being on the bank two nights and a day. Thence we passed over this sheet of water to its north side, where is situated Green Cay, where the *Oreto* was fitted out. This cay lies immediately on the tongue of the ocean, about 60 miles south of Nassau. No signs of vessels or preparations for the supplying of vessels were found there. The next day we sailed for Nassau, looked in off the light-house, and proceeded to this anchorage, where we were joined by the Sonoma, and found here also our coal vessel, the *Urana*, from Bermuda, out of which we have filled up. The *Tioga*, under the command of Commander Clary, left here the day before our arrival, to be absent sixty hours, and is momentarily expected to join. The *Octorara* went to Key West for provisions on the 18th and will speedily return to her station at this point. The *Octorara* has made one capture, the *Elias Reed*, of St. Marys, Ga. I enclose you a copy of Commander Collins' letter* to me in reference to her.

Our stay here will be very short, when the vessels will again resume the stations I have asssigned them.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to the Secretary of the Navy, stating the urgent necessity of an increased force under his command.

FLAG STEAMER WACHUSETT,
Stirrup Cay, November 25, 1862.

SIR: To effectually carry out the wishes and intention of the Department in this region it is absolutely necessary that the force under my command should be increased. I beg leave to call the attention of the honorable Secretary of the Navy to my previous letters on this subject. I have only five vessels at my disposal, and these are very short-handed. I therefore urge upon the Department to send me at least 100 men and, if possible, the number of vessels I have asked, so that every point of ingress and egress to Nassau and other Confederate rendezvous may be guarded. I am sadly in need of junior officers. I have just been obliged to transfer two from this ship to the *Sonoma*. She has but two watch officers left. The first lieutenant and an acting master are broken down, and when a survey can be held upon them they will, no doubt, be sent home.

I am, sir, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

* See p. 533.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of continued cruise in search of C. S. S. Alabama (290).

U. S. SLOOP SAN JACINTO,
Island of St. Thomas, November 26, 1862.

SIR: I have the honor to report my arrival here last night, after having run close along the western shore of the island of Dominique [Dominica], looking in at the different anchorages. When off Guadeloupe I spoke the schooner *Alice*, of New York, and informed him that the *Alabama* had escaped me at Fort Royal, Martinique. Sent Lieutenant-Commander Chandler on shore at Pointe à Pitre to communicate with our consul, then looked in off Plymouth, island of Montserrat. Came to anchor in the harbor of Basse Terre, island of St. Christopher, and communicated with our consul. Sighted the roadstead of St. Eustatius. Sent Acting Master Coop on shore at the town of Gustavia, island of St. Bartholomew, to communicate with our commercial agent.

Spoke the ship *France*, of New York, off St. Martin, and informed him of the *Alabama's* escaping me at Fort Royal, island of Martinique. Came to anchor in the harbor of Philipsburg, island of St. Martin, and communicated with our consul there; from thence to this place.

The original report of the escape of the *Alabama* I forwarded to you through the American consul, Emile S. Delisle, at Basse Terre, island of St. Christopher, by the schooner *Eclipse*, under the Swedish flag, to sail on the 25th instant direct for New York.

I enclose a copy of a communication received from Acting Consul John Campbell. I would observe I did not see this person during my stay at Fort Royal. Previous to leaving I learned from ex-Consul Fairfield that the *Alabama* had circles forward and aft for bow and stern chasers of a large caliber. I shall proceed to coal ship as expeditiously as possible, and be ready to leave as soon as the engines are in order. Chief Engineer Kellogg states that he will require three and a half days to complete the necessary repairs.

The bark spoken of in my report of the 21st instant is the *Agrippina*, Captain McGlinchy [McQueen?]. There appears to be some doubt about the captain's name, but none as to the bark. This person was recognized on board the *Alabama* as an old friend by all hands.

I have this day forwarded to Admiral Wilkes, through our consul here, a letter advising him of the *Alabama's* having been in these waters.

I beg to urge on the Department the necessity of having two vessels to cruise together, acting in concert.

I shall continue to cruise in search of the *Alabama*, and return here at the expiration of fifteen or twenty days; and if not successful, and receive no other instructions from Admiral Lee or the Department, I will return to Fortress Monroe, looking at other points on my way, and communicating with our consul at Havana. This seems to me to comply with the instructions I received.

The paymaster of this ship has great difficulty in negotiating for the payment of the coal; indeed, he could not effect a purchase on any other terms than drawing on the Navy Department, payable in gold, and then at a discount of 10 per cent.

I am, respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of the Secretary of the Navy to Acting Master Hays, U. S. Navy, commanding U. S. ship National Guard, to proceed to Turtle Harbor, Florida, with coal for the West India Squadron.

NAVY DEPARTMENT, *November 26, 1862.*

SIR: As soon as the U. S. ship *National Guard* is ready for sea, proceed with her with all practicable dispatch to Turtle Harbor, a few miles north of Carysfort light, where she will remain as a coal depot until further orders. Immediately on arriving there, or by the first opportunity offering, report by letter to Acting Rear-Admiral Charles Wilkes, commanding the West India Squadron, and whose vessels the coal sent to that point is designed principally to supply.

When the present cargo of the *National Guard* is sufficiently discharged, transfer to her the coal that may be remaining in any chartered vessel at Turtle Harbor, thus avoiding the detention of vessels having small quantities of coal on board.

Be particular to fill up the naval vessels arriving for a supply, from the colliers, so that parts of loads may not remain, or more than can be immediately taken on board the *National Guard*, which must be kept full in this way.

Advise the Bureau of Equipment, by every opportunity, of the arrival of the colliers; also furnish the bureau with estimates of the quantity of coal required for the steamers of the squadron, and a statement of the quantity the *Guard* can contain in addition to that which she may have on board.

When a coal vessel arrives, endorse the date on her bill of lading, and make a similar endorsement of the date of her discharge, stating the quantity of coal delivered and the number of days, if any, for which demurrage is to be allowed. Furnish a copy of this certificate to the Bureau of Equipment.

Transmit a copy of these orders to Acting Rear-Admiral Wilkes.

I am, very respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Master WM. LEE HAYS, U. S. Navy,
Commanding U. S. Ship National Guard, New York.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, of cruise in the West Indies.

U. S. GUNBOAT TIOGA,
Bahama Banks, November [28], *1862.*

SIR: Since assuming the command (9th instant) of this gunboat have made the following cruises and visits: Until the 12th remaining at Great Stirrup Cay, in company with the *Octorara* and *Sonoma*, anticipating the arrival of the admiral. The *Wachusett* not appearing, the several gunboats making short cruises of from three to four days, the *Tioga* going down to Mackie Shoal, to the eastward of the Beminis, lying there over night, then east across to Northwest Cut, off and about Chubb Point [Chub Cay] twenty-four hours, returning to Stirrup Cays by the same route, passing and speaking two or three wreckers and an American brig bound to Matanzas.

The 15th, made a steamer; ran out to her. She proved to be the *British Queen.*

The 16th, finding we had only two days' rations on board and our boilers straining (the forward part near the manhole bulging out from one-half to five-eighths inch), determined to run for Key West at once to provision, coal, and repair, if possible, ascertaining en route that the engineers could strengthen the breaking part of the boilers. P. m. of the 16th overhauled an American steamer at anchor on the Banks, in ballast, repairing boilers. She proved to be the propeller *Hero*, of Philadelphia, bound to Minatitlan, Mexico; would touch in at Havana for coal. Papers all regular; the owner and family on board as passengers.

Arrived at Key West the 18th. Heard here Admiral Wilkes was at Havana about the 9th. Coaled and got provisions aboard in twelve hours. Left Key West at midnight (18th) for Orange Cay and the Banks, up to Stirrup Cays. Passed the British packet *Pacific*, for Havana, and a small sloop. Anchored at Stirrup Cays the 20th.

Received information from the American consul at Nassau that induced me to leave at once for the northeast, about Abaco, Egg Island, down Eleuthera, to Ship Island Pass. Saw no sail cruising between Cat Island and Ship Channel. The 25th, chased and boarded the English brigantine *Georgina*, light-house cruiser, with governor on board. Heard that the *Massachusetts* and *Santiago de Cuba* were spoken by her four days previous down in the tongue of the ocean. Steered across Providence Banks and tongue of the ocean; made a schooner here working up toward Northwest Cut. Soon as he discovered us he kept away for Lowe Sound, Andros Island. We could not head him off till he was too near the island. We steamed off northeast, apparently with the intention of running around Berry Islands, but when well out of sight of him ran in northwest for Chubb [Chub Cay] Point; lay there till 5 the next morning, then ran down W. S. W. to make the vicinity of Lowe Sound again, thinking the schooner might have come out to try Northwest Cut. No sail in sight; stood through Northwest Pass. When well on the Banks spoke a wrecker from Beminis. They reported that the schooner *Clipper* (blockade runner) was to have left the Banks that morning. Her route was along the cays, thence across from Riding Rocks to Williams Cay, southeast to Andros Island, and around south up to Nassau, as she was unfit to run across the Gulf Channel. We steamed down to the direct route (from Riding Rocks to Williams Cay), lay there during the afternoon and night; saw nothing. November 28, got underway for Stirrup Cays, with the expectation of falling in with the admiral.

In summing up this week's cruises, can only infer we have been misled from the first; that neither wreckers, spongers, or fishermen, white or black, can be depended upon; that I have doubt even of the pilots until they have been benefited by captures.

The American consul apprised us of the sailing of the *Kate*, although she had been in Nassau ten or twelve days.

I heard that three steamers had arrived in Nassau since the 21st, the *Herald*, a 3-masted English steamer, and a rebel side-wheel; the latter I suppose to be the *Kate*, from the description, possibly returned, as it was rumored that our troops were about to attack Wilmington so long ago as the 28th ultimo.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander.

Admiral CHARLES WILKES,
Commanding U. S. Squadron.

Letter from the U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, giving information regarding movements of blockade runners at that port.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
November 29, 1862.

SIR: I have the honor to inform you that there are at present in this port the Anglo-Confederate steamer *Leopard*, lately arrived from Charleston, S. C., with a cargo of cotton, and the Confederate steamer *Antonica*, lately the *Herald*, with a like cargo, from the same port. This cotton has been transshipped to the British propeller *Bonita*, which sails soon for neutral England, and the *Leopard* and *Antonica* are now taking on board arms and stores for the rebel States, though the time of their departure is not known to me. I am under the impression that their present plan is to hug the Eleuthera shore, standing off to the eastward till they run their latitude up, and then to watch a chance to make good their entrance.

There are several small schooners and sloops engaged in running small stores into the Southern ports, bringing back from 5 to 11 bales of cotton, or a few barrels of turpentine.

I am disposed to think that sail vessels are now trying the blockade-running business at Matamoras, Mexico, as several large schooners have cleared for that port lately and others are preparing to do so.

A quantity of cases of rifles and muskets are this day being shipped on board the *Leopard*, and I presume that this steamer will have quick dispatch.

I heard yesterday that the steamer *Kate* had been captured, which report I hope is true. She has made forty-four successful trips to Secessia, enriching her captain and owners.

I have the honor to be, sir, yours, truly,

SAML. WHITING,
U. S. Consul.

Rear-Admiral WILKES, or any U. S. NAVAL COMMANDER.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of return to Algeciras, Spain.

U. S. GUNBOAT CHIPPEWA,
Algeciras, Spain, November 29, 1862.

SIR: I have the honor to inform you that I returned to this place on the 26th November. In my last communication I informed you that I should go to Cadiz. On my arrival at the latter place I received orders from Captain Pickering to proceed at once to the Western Islands and communicate with the U. S. consul at Fayal, also Captain Craven of the *Tuscarora*. I left Cadiz on the 8th November and arrived at Fayal on the 14th. I imparted the information conveyed in a telegram from the U. S. minister at Lisbon to the U. S. consul at Gibraltar (of which I enclosed you copies before I left Algeciras). After getting in coal and other necessary stores, I left Fayal November 17. On the night of November 23 it commenced blowing from the S. W. In the course of three or four hours the wind veered gradually to the N. W., from which quarter it blew very hard for two days and nights, raising a tremendous cross sea. I hove the vessel to, under her fore and aft

sails reefed, with just turns enough of the propeller to keep steerage way on her. I found that she made considerable water, and have no doubt but that she has been strained, though I think not seriously so. I have received an official report from the senior engineer, in which he states that it will be absolutely necessary to make certain repairs on the engines and boilers before the vessel can go to sea again, otherwise there will be a risk of rendering them entirely unserviceable, to prevent which I have directed him to go to work at once, putting all his available force on them, and to get through as soon as possible.

Since my return to this place I have learned from the U. S. consul at Gibraltar that a quantity of powder had been thrown overboard from the *Sumter*, and that she had been advertised for sale in an English paper. I enclose a copy of the orders* received from Captain Pickering.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of return to New York from cruise in search of C. S. S. Alabama (290).

U. S. S. VANDERBILT,
New York, November 30, 1862.

SIR: I have the honor to report the arrival here of this ship. In obedience to your order of November 6 I sailed from New York on the 10th instant, and proceeded to the eastward, under low steam, as far as longitude 55° 10′ W., latitude 43° 5′ N.; during this part of our cruise, between the long nights and foggy days, but little could be seen. I then ran to the westward, coming out of the stream near George's Shoal, and when nearly up with Nantucket stood for Bermuda.

I have to report that on the morning of the 15th we came in collision with the English bark *Symmetry*, grain loaded, from New York, bound to Belfast, carrying away his head booms and bowsprit; we assisted in repairing his damages, and, as his vessel remained perfectly tight, advised him to continue his voyage; however, the captain announced his intention of returning to the United States (distant 300 miles) to refit.

At the time of the collision, we were passing ahead of him, intending to board him, going, say, 7 knots, but had stopped the engine some time before we came up with him, but still had good headway on. Seeing the danger of his striking us with his head booms, I hailed him three times "to luff;" he, however, made no move to do so until so close aboard of us it was too late. I consider the master of the bark completely in fault for the accident; the damage to us was trifling.

We arrived at Bermuda on the eve of the 21st, and sailed again next morning, only communicating with the U. S. consul. The British admiral (Milne) had arrived the day previous from Halifax in the *Nile*, 91 [guns], having two other large ships in company. The consul could give us no information of the *290;* he thought, however, if she should come there she would not be allowed to coal. He reports a

* See p. 541.

better state of feeling existing among the inhabitants toward the United States; he also expressed himself clearly of the opinion that if it should be necessary or convenient for this ship to stop for coal or supplies at Bermuda, they would be furnished, my stop not being considered a visit, as I only communicated with him.

There were lying in the port three English steamers (one of them with arms) intended to run the blockade, but owing to certain law proceedings, it was not considered likely either of them would get away for some time.

After leaving Bermuda we spoke, on the afternoon of the 24th instant, the American bark *Revolution*, from Boston for New Orleans, who reported having been chased the afternoon previous in latitude 37° 30′, longitude 70° 15′, by a bark-rigged screw steamer, burning soft coal, who got within 2 miles of them, when she hauled off, it blowing quite heavily at the time. The vessel showed no colors nor did she fire at the *Revolution*.

On hearing this report we immediately started for the designated neighborhood, under increased steam, but neither saw nor heard of any such vessel during our research of the last four days.

During our cruise we have steamed 3,570 miles. We now require about 800 tons coal to fill up, when we shall be ready for such further service as the Department may direct.

I have the honor to be, very respectfully, your obedient servant,

C. H. BALDWIN,
Acting Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Boarding of the Cornubia and Thistle, November, 1862.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of the boarding of two suspicious vessels, the Cornubia and Thistle.

U. S. S. TUSCARORA,
Madeira, December 1, 1862.

SIR: I have the honor to advise you of two suspicious steamers recently boarded by this vessel.

The *Cornubia*, of London, boarded on the night of the [21st] November off Fayal, was in ballast; a side-wheel steamer of about 600 tons, schooner rig, with short bowsprit; two smoke pipes, one standing forward of the other; of light draft, and very low in the water.

The *Thistle*, of Glasgow, was boarded off Funchal, November 29; is from Liverpool with an assorted cargo for Nassau; no goods contraband of war on board; is an iron-built screw steamer of 400 tons; schooner rigged, with light foretopsail; no bowsprit; stem raking and without billet head or scroll; has a wale, or fender, of oak, along the water line; her stern elliptical; smoke pipe remarkably high; draft, 9 feet; vessel said to be good for 15 knots.

From the general character of the above vessels I have no doubt they may attempt running the blockade.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

Order of the Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, to forward to the Department further information regarding the boarding of the steamer Thistle.

NAVY DEPARTMENT, *February 18, 1863.*

SIR: The Department has received a letter from the honorable Secretary of State, enclosing a communication from the British minister at Washington, complaining of the manner in which the merchant steamer *Thistle*, of Glasgow, was visited by the vessel under your command on the 29th of November last. It is stated that the *Tuscarora* followed the *Thistle* out of the port of Madeira to a distance of between 3 and 4 miles from the land, fired two guns at her, and after bringing her to and searching her returned to the port she had just left.

Your report of December does not mention these circumstances. If they are correctly stated, you have, perhaps without being aware of it, furnished ground for the complaint which has been made. It is not proper to make a convenience in any manner of neutral territory for the purpose of exercising the belligerent right of search or capture. A capture of a neutral vessel, made after standing off and on a neutral harbor or mouth of a river, or lying in wait within it for the purpose, although actually made beyond the neutral jurisdiction, would not be recognized as valid, and the right of search can not properly be exercised when it is known previously that, whatever the event of the search, the capture would not be lawful.

You will make a further and more detailed report to the Department of the facts in this case.

I am, respectfully,

GIDEON WELLES,
Secretary of the Navy.

Commander T. A. CRAVEN,
Commanding U. S. Ship Tuscarora,
Care of U. S. Consul, Gibraltar.

Further report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of the boarding of the Steamer Thistle, transmitting extract from newspaper on the subject.

U. S. STEAM SLOOP TUSCARORA,
At Sea, March 17, 1863.

SIR: I have the honor to acknowledge the receipt of your communication of February 18, which reached me at Gibraltar last evening.

The manner in which the *Thistle* was boarded appears to have been stated to you with tolerable accuracy. I was not, however, "lying in wait," but arrived at Madeira the day before the *Thistle* sailed, and followed that vessel to sea. I was not aware that by so doing I was violating any rule of international law, or I most certainly would not have trespassed on neutral rights. The authorities of Funchal admitted that the whole matter was pro forma. British naval officers of high rank whom I subsequently met there told me I was performing my "duty as they always did it;" and, as a matter of interest, I enclose you a newspaper paragraph in reference to the matter, which seems to have been written by a naval officer. You will therefore see, sir, that if I erred, I have done so through falling into old practices rather than through any disregard of neutral rights.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

MARITIME RIGHTS AND IGNORANT WRITERS.

The following letter, signed R. N., appears in the Times:

SIR: A letter signed M. P. recently appeared in your paper, complaining of the "illegal proceedings" and "insult to the British flag" recently committed by the U. S. S. *Tuscarora*, off Madeira. Now, I hope the initials M. P. do not signify a member of Parliament, for, although I have been a careful reader of the parliamentary debates for years, I am still unprepared for such ignorance of international law as appears to be betrayed by M. P. Is he not aware that the *Tuscarora* had a perfect right to stop the *Thistle* on her passage and search her for contraband of war—aye, even under the guns of a British vessel? There was certainly no insult to the British flag. The boarding was in accordance with recognized custom, provided that it took place 1 marine league from the shore; if within that limit, the insult would be to the Portuguese and not to the British Government. It is impossible to read the account of this event and not to conclude that these swift steamers had reached more than 3 miles from the Portuguese territory. M. P. complains of a "sort of blockade." Does he not know that in the French war the ports of the United States had to undergo this "sort of blockade" for years? Does he not know that blood was shed in its execution? It may not, perhaps, appear to be my duty to justify the acts of American officers, but I am unwilling to see that angry feeling against the Federals, which is already too bitter, increased by the extraordinary teaching of M. P. (Sun.)

Order of the Secretary of the Navy to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, to remain on the European coast for the protection of commerce.

NAVY DEPARTMENT, *December 1, 1862.*

SIR: Until further orders you will remain on the European coast for the protection of our commerce, communicating with our representatives abroad, and keeping near such points as will enable you to obtain the earliest information in relation to rebel vessels, when you will use the utmost exertions to overtake and destroy them.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Commander T. A. CRAVEN,
Commanding U. S. Steam Sloop Tuscarora, Lisbon, Portugal.

Instructions from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, enjoining strict observance of established regulations in British ports and vigilance in preventing blockade running.

NAVY DEPARTMENT, *December 1, 1862.*

SIR: It is very desirable that the vessels of your squadron should not enter any of the British ports if they can avoid it, and when necessary for them to enter they must conform to the established regulations, however disagreeable they may be. Any treatment received of which you may think proper to complain can be communicated to the Department. They should not, however, cease to be vigilant in their endeavors to capture the vessels engaged in carrying supplies and

munitions of war to the insurgents, and bringing out cargoes of cotton, etc., and which are running between Nassau and Charleston. It is reported that several of them have been successful recently.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron, Turtle Harbor.

Capture of the schooner Nonsuch, December 1, 1862.

Report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga

U. S. GUNBOAT TIOGA,
Bahama Banks, December 2, 1862.

SIR: In obedience to your orders of the 29th ultimo, took the coal schooner *Sidney Price* in tow and convoyed her down to Northwest Cut. During coaling and repairing the boats captured the schooner *Nonsuch* (showing English colors), after a chase of four hours, and then not heaving to after being fired at, our boat's crew overtaking her and boarding over his stern. Her papers were irregular; no register, with discrepancies between her manifest and clearance. Her cargo consisted of salt and coffee, but on further examination found boxes of cartridge paper (contraband). We found $11 rebel money on her cabin floor, and a recently torn envelope addressed to some person in Doboy Sound, Georgia; the captain of the schooner seeing this, destroyed it. She was bound for Key West. The master's instructions were to sell the cargo at Key West, as it was bringing a very high price there now, and to lay out the proceeds in "green turtle," and that they must not exceed 150 pounds each, nor less than 40. Besides the captain, John Albury, were two other white passengers, a Spaniard, who appeared to own the cargo, and a German, whom I have since ascertained was to go [as] pilot to Indian River, Florida. The master's instructions were signed "Messrs. Adderly & Co.," notorious Southern agents. The schooner was of about 50 or 60 tons.

Her crew were negroes from Nassau. Those I shall be compelled to land at Stirrup Cays, as they have no clothing. Besides, it would require more men than I could spare to send her in were they to remain on board. I have retained the pilot. The master and owner (the Spaniard) [I] have sent in the schooner in charge of two master's mates to Key West, as I did not think it prudent to dispatch her north at this season. I think the schooner has heavy, weighty cargo below the salt.

The boats chased another large, deep schooner, but the breeze sprung up just as they were within a mile of her; she managed to beat through the Northwest Cut and get clear. The *Nonsuch* was taken when coming through.

I regret to add that I was delayed twelve hours waiting for one of the boats; she cruising over to the Beminis. While there the officer of the boat saw a fine, large three masted bark-rigged steamer (no topgallant yards across), under steam and sail (propeller), standing up the Gulf Stream, evidently going around the Isaacs; this was yesterday, 4 p. m., the 1st.

I learned pretty correctly that the *Octorara* was seen taking the schooner *Isabella* a prize into Key West. I heard, too, that it was rumored in Nassau that one of our gunboats, possibly the *Sonoma*, was blockading the rebel steamer *Kate* in at Little Harbor.

I am now towing the wrecker schooner *Olivia*, Captain Dames, in the direction of Northwest Cut. He is to go to Nassau to close the terms proposed; if successful, to return to Stirrup Cays and leave all communications with McKinny. I have written our consul and the commanders to this purport.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Admiral CHARLES WILKES,
Commanding U. S. West India Squadron.

I have just now learned quite accidentally that one of these negroes of the *Nonsuch's* crew, who acted [as] cook or steward, burned certain rebel papers and [a] rebel flag while our boat was in chase of her. It is to be regretted he was not sent in the prize, though possibly it would hardly have been elicited from such a witness, or that negroes would be admitted as witnesses at Key West.

A. G. CLARY,
Commander.

Further report of Commander Clary, U. S. Navy, commanding U. S. S. Tioga, regarding the capture of the Schooner Nonsuch.

U. S. GUNBOAT TIOGA,
At Sea, Lat. 26° 15′ N., Long. 76° 50′ W., February 16, 1863.

SIR: I beg to call your attention to the capture and report of the schooner *Nonsuch*, Albury, master, from Nassau bound to Key West, December 1, 1862, on Bahama Banks, latitude about 25° 30′ N., longitude 78° 20′ W. This schooner showed no colors during chase. Cargo, coffee and salt. Her papers irregular and incomplete; no register. She had a manifest, showing a certain quantity sacks of salt and coffee, also an invoice of same, but with a discrepancy of 100 sacks. She has boxes of cartridge paper (contraband) on board, an English flag in the cabin, a rebel flag found in the galley partly burned, rebel money on the cabin floor, and a torn envelope addressed to parties in Doboy Sound, Georgia.

The schooner *Nonsuch* was sent to Key West for adjudication in charge of Acting Master's Mates Otis A. Thompson and Henry Wyman.

I have written this second report to show on what grounds the schooner *Nonsuch* was seized, as I learned at my last visit to Key West that she was not condemned, that she had been released on giving bonds, etc. I have further to add that the rebel flag found on board of her was not produced in court.

Very respectfully, your obedient servant,

A. G. CLARY,
Commander, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding criticism by the British minister of his conduct while in the port of Bermuda, West Indies.

NAVY DEPARTMENT, *December 2, 1862.*

SIR: The English minister, Lord Lyons, has made certain statements in regard to the proceedings that took place at Bermuda when you visited that island in September last. The points presented in the note of Lord Lyons to the Secretary of State are—

1. That Rear-Admiral Wilkes ordered the vessels under his command to anchor in such a position as to control the movements of ships desiring to enter or depart from the port of Bermuda, and maintained a system of cruising in the neutral waters of Bermuda in excess of his rights as belligerent, which are thus defined by Lord Stowell in the case of the *Anna* (5 Rob., p. 385):

> Captors must understand that they are not to station themselves in the mouth of a neutral river for the purpose of exercising the rights of war from that river, much less in the very river itself.

And again:

> The captors appear by their own description to have been standing off and on, obtaining information from the Balize, overhauling the vessels in their course down the river, and making the river as much subservient to the purposes of war as if it had been a river of their own country. This is an inconvenience which the States of America are called upon to resist, and which this court is bound, on every principle, to discourage and correct.

2. The second ground of complaint is, that Rear-Admiral Wilkes offensively and unlawfully placed sentinels on British territory.

3. The third ground is, that Rear-Admiral Wilkes contemptuously evaded the orders of her Majesty in regard to the supplies of coal which vessels of belligerent parties obtain in a British port. He also, in a letter to the governor of Bermuda, referring to the governor's expression, "I have to instruct you that the vessel (the *Tioga*) can not be permitted to return within these waters," replied in these terms: "This I can not permit; my Government has alone the power of instructing me."

This appears like a defiance of the proper authority of the governor, who is bound to carry out the rule by which vessels, having coaled, can not return again to the same port for three months. The Government can not have intended that the governor was to be obstructed in the performance of his duties, but the words of Rear-Admiral Wilkes seem to imply that he meant to attempt it.

Your dispatches and the correspondence between yourself and Governor Ord sufficiently vindicate you in most respects, but as regards the second charge, that of placing sentinels on British territory, I am not advised. As you make no mention of having done this, I have taken it for granted that the charge is not well founded, but I shall be glad to hear from you in regard to it.

The Department does not construe your rebuke of the discourtesy of Governor Ord into a defiance, and it was evident that nothing of the kind was meant, and whatever is censurable in regard to the obnoxious word "instruct" does not, in its opinion, fall upon you.

It is desirable that you should cultivate a friendly feeling with other powers, and while maintaining our own rights, to respect the rights of others. We must be careful not to be aggressive. If it is a duty to concili-

ate other powers at other times it is equally so at present. Regretting that the British colonial authorities should sympathize with the insurgents, and that the proclamation of her Majesty is so little regarded by some of her subjects who are engaged in systematic illicit trade against our authority, and schemes to evade the blockade and aid the insurgents, nevertheless I would have you, while keeping a vigilant watch to detect and seize all vessels that are directly or indirectly waging war on this Government, avoid, as far as you well can, entering British ports. Whenever you may do so, however, it is important that you do not come in conflict with the regulations and authorities.

In the state of feeling that exists in some of the islands there may be occasions when your patience and forbearance may be tried, but I have confidence in your intelligence not to transgress the recognized laws and regulations of other governments or of international law, but I trust there will be no occasion for any to assert that while those limits may not have been transcended in letter, they were in spirit. When within the jurisdiction of the local authorities they are to be respected.

I trust you may be successful in capturing some of the craft that are endeavoring to traffic with or aid the insurgents, or any of the vessels owned by them.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron, Turtle Harbor.

Letter from the U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, giving information regarding blockade runners.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
December 2, 1862.

SIR: The British or Confederate schooner *Prince Alfred* arrived this morning from Wilmington, N. C., having run the blockade, and bringing to this port a cargo of cotton and turpentine worth $100,000, so said. She reports the brig *Fannie Lewis* as captured and the steamer *Kate* as run ashore and destroyed at New Inlet. A full-rigged brig, the *Good Luck*, under Spanish colors, is said to be laden with contraband cargo, which she will endeavor to "run in" to some Southern port. She has stump topgallant masts, hull black, with white stripe around the bends, spars bright; Black, captain, an old offender, and lately captured and imprisoned and released from [Fort] Lafayette.

Reports are rife of a rebel victory in Kentucky. Numbers of refugees arriving daily, mostly from Savannah.

WHITING, *U. S. Consul.*

[Acting Rear-Admiral CHARLES WILKES, U. S. Navy,
Commanding West India Squadron.]

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding the attitude of the British authorities at Nassau, New Providence, and transmitting a proclamation of the colonial secretary at that port.

U. S. FLAG STEAMER WACHUSETT,
Matanzas, December 4, 1862.

DEAR SIR: I wrote you last from Stirrup Cays and enclosed you some information received from the U. S. consul at Nassau, but I have since received from him another dispatch relative to the effect produced on the occasion of my late visit off that port, when I declined having any communication with the authorities, as they now say to offer me the courtesies due to my flag and rank. I would not permit the boats sent out to board me, one from the H. B. M. S. *Barracouta* and another from the governor, whose intention I well knew was to order me [or] desire me to ask permission to anchor, which the pilot told me he had orders to say could not be done. I directed my executive officer to tell the pilot I should anchor when and where I saw fit, and did not intend to ask permission to do so from anybody. I then steamed off and left the vicinity.

A day or two after I was informed by the consul that the captain (Malcolm) of the *Barracouta* had told him that he should fire into the first American man-of-war that attempted to anchor. Two days after, just as we were getting underway from Stirrup Cays, a vessel was seen over the land which we recognized as the *Barracouta*. I immediately steamed out toward her, and she bore down for us. We went immediately to quarters and prepared for action. She approached within one-fourth of a mile. I stopped and laid by for the result. We could distinguish the crew at quarters and quietly awaited his further action. We laid thus side by side without hailing distance for twenty-five minutes, closely regarding each other, when, whatever might have been his intention, he steamed up, wore round, and stood off without further communication, and I gave orders to put the steamer's head in chase of two vessels seen in the offing, which had been my object in getting underway. I have no idea what the captain of the *Barracouta's* intention was, but I prepared the *Wachusett* for any contingency, and was ready to encounter any. I shall be overcautious to avoid being the first to break the peace; you may be assured of this, but if any one should take upon themselves to break it, or do insult to our flag, they must take the consequence. The *Barracouta* is a much heavier armed vessel than the *Wachusett*, but that is of little consequence. You may depend upon it, we shall fight with a good will.

I enclose you a copy of the proclamation signed by the colonial secretary. The governor has been absent for a month, and was so then. It is dated the day after I called off the port of Nassau. I call your attention to the part about pilots. These colored pilots have been of great use to us and I shall retain their services until my officers become familiar with the cruising grounds. The rebels use the white pilots, with whom we have nothing to do. Many of them are employed in making signals of the whereabouts of our vessels, but we often deceive them.

I have also employed a small wrecker schooner or fisherman, who goes to Nassau and brings us information of the departure, or rather intended departure, of blockaders and the routes they intend to take. I have adopted other means of obtaining correct information, which is not of sufficient consequence to name to you.

Two small vessels, pilot boats, would add to the efficiency of the squadron in intercepting the small fry passing over the bank, of which we can not attend to from looking after the larger game. The outside blockade is very difficult to maintain with the few vessels I have, and it is the only one where we have much chance of taking the larger class of vessels; it is a position which the rebel vessels arrive at before sunset or after sunrise, some 60 to 70 miles off these islands. I can not too strongly press upon you the necessity of my having a larger force. The slave trade is becoming very active and requires attention. A cargo has been recently landed by an American vessel, as I am informed by our consul-general at The Havannah, and it is the opinion of all that the destination of *290* is within the scope of my command. Our gunboats singly are not equal to her, and I shall be obliged to have them cruise in pairs. In order not to abandon our cruising grounds for a day, I have sent two of the coal vessels to the Stirrup Cays to supply their wants. While writing of the force, I would like to have the armament of this steamer increased. The *Sonoma* changed her armament at Washington, having four 24-pounder brass pieces, for 9-inch guns. If these or others could be sent me they would be welcome; slide carriages.

The *Wachusett* is armed now as the *290*, and we resemble her so much that our merchant vessels endeavor to escape from us. When overtaken they abundantly rejoice at finding a protector instead of an enemy. I had no idea of the extent and numbers of our trade and vessels passing through the New Providence channels. It requires protection which I can illy afford with my force to give. Turtle Harbor proves a very convenient point for our coaling. I left the *Gemsbok* there a few days since, and I am glad to perceive it is the intention of the Department to have a hulk there with suitable cranes for the facility and speed of taking in coal, as it will save us much time and labor. The steamers plying to The Havannah are seen to pass close to, and a few days since we boarded the *Eagle* and got files of papers.

HAVANA, *December 5*.

I received a dispatch from the consul-general this morning relative to business, and expressing a wish to see me, when I took the cars and came over, and leave to-morrow morning. A vessel resembling *290* has been reported off the east end of the island, but I am inclined to believe it is one of the English gunboats cruising for slavers. I shall lose no time in reaching that point.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[*Acting*] *Rear-Admiral, Commanding West India Squadron.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

BAHAMA ISLANDS:

By his Excellency Charles John Bayley, esq., companion of the most honorable Order of the Bath, governor and commander-in-chief in and over the said islands, chancellor, vice-admiral, and ordinary of the same.

[L. S.]
C. J. BAYLEY.

A PROCLAMATION.

Whereas in and by the act of the Imperial Parliament, 59 Geo., 3, cap. 69, various provisions are made to prevent the enlisting or engagement

of natural-born subjects of the Crown of Great Britain to serve in foreign service, and the fitting out or equipping within the British dominions of vessels for warlike purposes, without the leave of the Crown, and various penalties are imposed on persons who violate the provisions of such statute;

And whereas her most gracious Majesty the Queen, by her royal proclamation of the 13th of May, 1861, reciting that hostilities had unhappily commenced between the Government of the United States of America and certain States styling themselves the Confederate States of America, did declare her royal determination to maintain strict and impartial neutrality in the contest between the said contending parties, and did strictly charge and command all her loving subjects to observe such neutrality, and to abstain from violating the laws and statutes of the realm in that behalf, or the law of nations in relation thereto, as they would answer to the contrary at their peril;

And whereas such hostilities still continue, and inducements may be held out to the seamen of this colony to serve on board of the vessels of war of the contending parties, especially in the capacity of pilots;

And whereas any such service would constitute an offense, under the statute herebefore referred to, and subject the offending parties to the penal consequences set forth in the said statute:

Now, in order that none of the inhabitants of this colony may unwarily make themselves liable to the penalties imposed by the said statute, I do issue this, my proclamation, warning all seamen or other persons belonging to this colony from serving or agreeing to serve on board of any vessel of war of either of the said contending parties, in the capacity of pilot, or in any other capacity whatever, on pain of being proceeded against and punished, as is in and by the said statute directed and provided for.

Given under my hand and the seal of the said Bahama Islands, at Nassau, in the island of New Providence, the twenty-first day of November, in the year of our Lord one thousand eight hundred and sixty-two, and in the twenty-sixth year of her Majesty's reign.

By his Excellency's command.

C. R. NESBITT,
Colonial Secretary.

God save the Queen!

Letter from the U. S. minister to Portugal to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, stating the intention of the Portuguese authorities to prevent further outrages in the Azores by C. S. S. Alabama (290).

[Private.]

LEGATION OF THE UNITED STATES,
Lisbon, December 5, 1862.

SIR: It is proper for me to inform you that the recent destruction of American ships at the Azores by a cruiser called the *Alabama* has been the subject of a correspondence with this Government, and that I am officially informed that orders have been sent to the civil and military authorities of the islands to act with vigor, under the royal proclamation and the obligations imposed upon a friendly power by the international law, in preventing a repetition of the outrages.

I would suggest to you, therefore, that it is very desirable to coop-

erate cordially with the Portuguese officials, and to gain by a proper respect for the laws and customs of the kingdom that confidence and support which public enemies of the United States have justly forfeited by a flagrant violation of one and an open disregard of the other.

I am, sir, respectfully,

JAMES E. HARVEY.

Commander T. A. CRAVEN,
U. S. S. Tuscarora, Fayal.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of arrival at Guadeloupe, and forwarding information regarding the C. S. S. Alabama (290).

U. S. S. SAN JACINTO,
Pointe à Pitre, Island of Guadeloupe, December 6, 1862.

SIR: I arrived here yesterday afternoon, after cruising in the Anegada Channel, then sighting Barbuda and looking in at Antigua, and running close along the western shore of Guadeloupe, arriving here as before stated.

Our consul at this place tells me he has information from a reliable source that the *Alabama* chased an American schooner on the 25th of November on the western side of the island of Dominique [Dominica], and she escaped her by putting into Charlotte Town for protection. The consul also informs me of the *Alabama's* having taken in coal, etc., from the bark at the Island De Aves, longitude 63° 37′, latitude 15° 41′. Since the 25th of November she has not been heard from. I shall continue to cruise, etc., as stated in my letter of the 26th November.

The ship's provisions will want replenishing, and if it is prudent I will stop in at Key West for that purpose, and hope there or at Havana to receive instructions from the Department; if not, at St. Thomas.

I beg to call your attention to the great difficulty that Paymaster Burt of this ship has in negotiating bills on our Government; the enormous discount to which he has to submit in disposing of them seems to me to call for the attention of the Department. If letters of credit could be furnished him (those on London could be best negotiated), it would be a great saving and avoid embarrassment.

I am aware that my communication should have been sent through Admiral Lee, to whose squadron the *San Jacinto* is attached, but the circumstances seemed to demand a speedy and direct intelligence to the Department.

I would state that the alarm amongst the American vessels is very great; all that I have succeeded in speaking have taken me for the *Alabama*, and in one instance a fine bark named the *Hamilton*, of New York, from whom I was some 4 miles distant, ran in and anchored on a lee shore to avoid me, and the consul tells me that she was found the next morning in a perilous position. I have to make great allowance for the exaggerated reports which reach me.

* * * * * * *

I am, very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—The schooner spoken of is named the *Mary E. Morgan.*

Report of Acting Volunteer Lieutenant Nickels, U. S. Navy, commanding U. S. ship Onward, of arrival at Falmouth, England, seeking news of the C. S. S. Alabama (290).

U. S. SHIP ONWARD,
Falmouth, England, December 6, 1862.

SIR: Enclosed is a copy of orders from Commander T. A. Craven. We arrived here during the last night in a heavy gale of wind, without a pilot, but without accident, and, needing some few repairs, have obtained permission to remain here five days, during which time I shall be able to obtain all the news, having telegraphed the American minister of my arrival, and also to the American consuls at Liverpool and London, requesting them—the two latter—to send me the latest news in regard to the *Alabama* and her consorts, the steamer *Bahama* and *Agrippina* (bark).

Trusting my proceedings in the matter will prove satisfactory to you, I remain,

Very respectfully, your obedient servant,

J. F. NICKELS,
Commanding U. S. Ship Onward.

Hon. GIDEON WELLES,
Secretary Navy, United States of America.

[Enclosure.]

U. S. STEAM SLOOP TUSCARORA,
Fayal, November 25, 1862.

SIR: By letters from England, just received, I am informed that the British bark *Agrippina* sailed about the 28th ultimo, with a supply of coal for the pirate *Alabama*. It is supposed that the place of rendezvous is the Azores, but as sufficient time has elapsed for the bark to have reached these islands, I am inclined to believe that she has more probably gone to Madeira. You will immediately proceed to sea, go to Terceira, and look into the ports of that island, and then cruise for two days to the northward and eastward of that place. You will then run for the entrance of the British Channel, touching, if necessary, at Falmouth, for information; from that place make the best of your way to Madeira. Should you fall in with the bark *Agrippina*, or the steamer *Bahama*, you are instructed to capture those vessels as tenders and consorts of the pirate *Alabama*. From Madeira you will return to the cruising ground of your original instructions. From this place I will proceed direct to Madeira and return immediately to these islands, and by the route described for you; we shall have thus completely traversed the supposed track of the consorts of the *Alabama*. From Falmouth you will send a copy of this order to the honorable Secretary of the Navy.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Acting Volunteer Lieutenant J. F. NICKELS,
Commanding U. S. Ship Onward.

Order of the Secretary of the Navy to Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, to cruise in search of the C. S. S. Alabama (290).

NAVY DEPARTMMENT, *December 6, 1862.*

SIR: As soon as the *Vanderbilt* is ready proceed with her to sea and resume the search for the pirate *Alabama*. Before returning to port

again you will touch at Fayal and land Captain J. A. Winslow, Lieutenant-Commander J. S. Thornton, and Lieutenant John Weidman, who take passage in the *Vanderbilt*. On your passage over cover the track of our merchantmen bound to and from Europe.

I am, respectfully, yours, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Lieutenant C. H. BALDWIN, U. S. Navy,
Commanding U. S. S. Vanderbilt, New York.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of the advertisement of sale of C. S. S. Sumter, at Gibraltar.

U. S STEAM SLOOP KEARSARGE,
La Carraca, Cadiz, December 6, 1862.

SIR: I have the honor to inform the Department that the *Sumter* is advertised for sale at Gibraltar on the 11th of this month, and to enclose a copy of an official reply to the communication of the consul upon this subject.

I am, with much respect, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Enclosure.]

U. S. STEAM SLOOP KEARSARGE,
La Carraca, Cadiz, December 6, 1862.

SIR: I have the honor to acknowledge the receipt of your telegram, without date, informing me that the *Sumter* is advertised for sale at Gibraltar on Thursday next. The vessel is of little value, and probably offered for sale merely to establish a precedent.

The sale of so-called Confederate vessels in British ports is an act as unfriendly and hostile to our Government as the purchase of war vessels in their ports by the same party. I would therefore suggest that it is your duty to enter a protest against the sale.

I am, very respectfully, etc., your obedient servant,

C. W. PICKERING,
Captain.

HORATIO J. SPRAGUE, Esq.,
U. S. Consul, Gibraltar.

Letter from the secretary of the New York Chamber of Commerce to the Secretary of the Navy, transmitting a resolution relative to the protection of American commerce on the coast of South America.

CHAMBER OF COMMERCE OF THE STATE OF NEW YORK,
New York, December 6, 1862.

SIR: I have the honor to transmit to you a copy of a resolution passed at a meeting of the Chamber of Commerce on the 4th instant,

in relation to dispatching a naval force to the coast of South America to protect American commerce from depredations of rebel privateers.

With great respect, your obedient servant,

A. C. RICHARDS,
Secretary.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

Resolved, That the chamber recommend and request the Secretary of the Navy to dispatch one or more armed steamers to cruise about the equator and on the coast of Brazil, for the protection of American commerce at the points where our ships bound to and from India, China, South America, and California are most exposed.

A true copy from the minutes.

A. C. RICHARDS,
Secretary.

[Telegram.]

PHILADELPHIA, *December 6, 1862.*
(Received Washington, D. C., 11:40 a. m.)

Boston bark *Harriet Spaulding*, Peabody, York, for Havre, was captured and burned November 19, in latitude 41° 13′ N., longitude 66° 16′ W., by pirate *Alabama*. Crew kept [in] irons several days, finally transferred [to] brig *Hiram* from Pictou, landed at Fall River, where three other crews on board *Alabama*.

FULTON.

Captain FOX,
Navy Department.

Capture of packet steamer Ariel by the C. S. S. Alabama (290), December 7, 1862.

Report of Commander Sartori, U. S. Navy, passenger on board packet steamer Ariel, en route for Pacific Squadron.

PACKET STEAMER ARIEL,
Off Sandy Hook, December 27, 1862.

SIR: It becomes my painful official duty to inform the Department of the capture of this steamer, on board of which I was a passenger under your order to report to Rear-Admiral Charles H. Bell for a command in the Pacific Squadron. She was taken possession of by the steamer *Alabama* off Cape Maysi, Cuba, on the afternoon of the 7th instant, on her outward passage from New York to Aspinwall, under the following circumstances:

It appears that as the *Ariel* rounded Cape Maysi a sail was observed close under the land flying the United States flag; that little attention was paid to her until she appeared to be heading toward this vessel, when Captain Jones, commanding the *Ariel*, made all speed. I, however, knew nothing of this until about 1:45 p. m., when one of the officers

of the *Ariel* came into the cabin, where we were dining, and reported that the *Alabama* was close upon us. I immediately jumped to the deck and beheld a steamer not over 500 yards distant, rebel flag flying, and, having just fired a lee gun, Major Garland, commanding the detachment of marines (passengers on board bound to California), had them immediately formed in the waist and gangway. I at once saw that nothing could be done. She was upon the *Ariel* with a heavy broadside, fully presented, and almost immediately two heavy broadside guns were fired, and a 68-pound shell struck the foremast just over the pilot house, cutting the mast more than half off. Captain Jones, seeing the utter impossibility of defending the vessel or injuring the enemy in any manner, with my advice and the advice of Major Garland and the voice of all the passengers, surrendered his ship.

The *Alabama* was then not over 300 yards on the quarter and was training her guns for a full broadside, which if fired must have done terrific slaughter among over 700 passengers, nearly half of whom were women and children. Immediate possession was taken of the *Ariel* and several officers and a number of armed men were left on board. Captain Jones was taken to the *Alabama* with all the ship's papers. He soon returned and reported that the officers and marines would be paroled, that every one would be landed, probably on San Domingo, and the vessel and cargo would be destroyed. Captain Semmes would not accept bonds offered him by Captain Jones. He demanded and took from the *Ariel* all moneys belonging to the vessel and on the freight list and all the arms and ammunition. Parole was tendered to the officers and marines, for the obvious reason that he had no other means of disposing of them, and feeling that the comfort, safety, if not the lives, of the multitude on board depended in a great measure on our acceptance, and also our hope of future usefulness in this rebellion, we accepted the terms offered and gave up our swords. The *Ariel* was detained until about 10:30 p. m. on the 9th instant (fifty-six hours). Captain Semmes had, on the night of the 8th, sent word that he intended to land all the passengers at Kingston, Jamaica, and we had been steaming toward that point closely convoyed by the *Alabama*. When off Morant light-house the vessels were hove to for daylight, but about 10 o'clock a passing sail was boarded by a boat from the *Alabama*, from which material information must have been received by Captain Semmes, for he soon sent for Captain Jones, demanded and received heavy bonds, took from the *Ariel* his officers and men, and left her free to proceed to Aspinwall. This was at 11 p. m. of the 9th; the *Alabama* left us under sail, standing to the northward. By my advice Captain Jones kept the *Ariel* hove to until daylight, when he sent a letter addressed to the owner of the *Ariel* to be forwarded, and I addressed a communication to our consul at Kingston, a copy of which I herewith enclose. These letters were addressed to the care of the mayor of Morant, requesting him to have them delivered without delay. I trust the consul has found some means to have a vessel of war off Cape Maysi, or I fear that the steamer which left New York on the 11th instant has been captured. We reached Aspinwall the night of the 12th instant, and on the 13th I reported to Admiral Bell and received from him an order, a copy of which I enclose.

The *Ariel* left Aspinwall on the morning of the 16th, and by the advice of many, including the Hon. D. K. Cartter, our minister at Bolivia, and our consuls at Panama and Aspinwall, the treasure was not taken on board. We pursued a course along the coasts of Nicaragua and Honduras, and giving Cape [San] Antonio a wide berth,

anchored for a few hours at Key West on the eve of the 22d, when I gave Rear-Admiral Bailey all necessary information, and explained the necessity of dispatching a vessel of war to Aspinwall to convoy the next steamer from there, otherwise the accumulated treasure would not be shipped. I shall proceed at once to Washington and report in person at the Department to enable you to have every particular of this lawless piracy. I would remark the *Ariel* was steaming her best, about 9½ knots, the *Alabama* about 13. She is armed as follows: One 100-pounder rifle (Blakely), one 68-shell gun, six medium 32's, and has circles laid forward and aft for two 100-pounder rifles, which it is reported are on board and to be soon mounted. She has a crew of about 140 men, all of whom I judge are foreigners, mostly Englishmen; is 1,100 tons burden and 1,200 horse power, with 4 boilers, and draws from 14 to 15 feet water; trices up her propeller, and can, from all accounts, make 14 knots under canvas, and such a vessel has been built, armed, manned, and fitted out by England to prey upon the commerce of a friendly power. She has not entered and can not enter an American port, and is sustained alone by the aid and sympathy of a power that, while professing friendship, is thus aiding and willing to see our great and noble country dismembered. I also learned that she had lately coaled from a brig near one of the Windward Islands. I most earnestly request of the Department to have me exchanged as early as possible and grant me a command on the Atlantic coast that I may have some prospect of relief from this bitter humiliation.

I have the honor to remain, very respectfully, your obedient servant,

L. C. SARTORI,
Commander.

Hon. G. WELLES,
Secretary of Navy, Washington, D. C.

Report of Commander Sartori, U. S. Navy, passenger on board packet steamer Ariel, of the capture of that vessel by C. S. S. Alabama (290).

STEAMER ARIEL,
Off Morant Point, Jamaica, December 9, 1862—11 p. m.

SIR: On the afternoon of the 7th instant, when off Cape Maysi, Cuba, we were captured by the rebel steamer *Alabama*, and retained until this moment, when we were allowed to proceed on our passage to Aspinwall. They took out of the ship what money we had on the freight list, amounting to about $15,000, and all the arms, respecting the cargo and private property of the passengers. They intended at first to land the passengers on the island of San Domingo, and destroy the vessel and cargo. This intention was changed to Kingston, Jamaica, and while off Morant Point this evening a vessel was boarded by the *Alabama*, from which it is stated that news was received of the yellow fever raging at Kingston, whereupon Captain Semmes released this vessel under heavy bonds, rather than endanger the lives of so many persons.

His whole course while in possession of this vessel was most considerate to all the passengers on board, amounting to over 700 persons. I write this that you may send information of his whereabouts to Washington, as also to any of our vessels of war that may be about these islands. He will undoubtedly attempt to seize the steamer of the 11th from New York, as also this vessel on her return from Aspin-

wall, if not convoyed, and it will require a vessel of considerable force and speed to capture him. He has two heavy rifles and six 32-pounders, and a crew we believe of 140 men.

In haste, I am, respectfully, your obedient servant,

L. C. SARTORI,
Commander, U. S. Navy.

The AMERICAN CONSUL AT KINGSTON, JAMAICA.

P. S.—We proceed at once to Aspinwall.

[Enclosure.]

U. S. FLAGSHIP LANCASTER,
Panama, December 13, 1862.

SIR: In consequence of your having been captured on your way out from the United States to join this squadron, and made a prisoner of war, your services can not be available until exchanged. You will therefore proceed by the earliest conveyance to New York, and on your arrival report by letter to the honorable Secretary of the Navy. You will be pleased to send him a copy of this letter.

Very respectfully, yours,

CHARLES H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Commander L. C. SARTORI, U. S. Navy.

Letter from the U. S. minister to Portugal to Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, advising the presence of that vessel in the Azores.

LISBON, *December 7, 1862.*

MY DEAR SIR: I have just received your note of the 23d November from Fayal. The information in regard to the *Bahama*, which was conveyed to you by the *Chippewa*, was received from London in a telegram addressed to you by Mr. Moran, under cover to me. I telegraphed it immediately to Captain Pickering, with a request that it should be forwarded to you by the *Kearsarge* or *Chippewa*. The latter started a day afterwards for the Azores; hence it was physically impossible to communicate by letter, and my principal object was to secure your presence at the islands, in view of the information from London, and to save you a needless voyage to the Atlantic coast. I have no additional news on this subject. The *Alabama* was last seen, or supposed to be seen, near Nantucket, on our coast.

It is very clear to my mind that steamers from England, intended to run the blockade, will hereafter, as heretofore, endeavor to procure coal and supplies, and perhaps arms, at the Azores.

Coal is now transported there in ordinary trading vessels in small quantities; consequently vigilance is necessary, but we must exercise prudence, in view of the recent action of this Government, which I have already advised you of officially.

I am glad to hear that the *Onward* has reached the islands. Be pleased to inform her commander of the substance of my official note to you of the 5th instant for his guidance.

There is no very important intelligence from home. Burnside is advancing toward Richmond via Aquia Creek.

The consul at Gibraltar requested me to say to you that he had not been able to procure some flannel which you had ordered. The *Sumter* is advertised for sale. The *St. Louis* is now here.

Yours, truly,

JAMES E. HARVEY.

Commander CRAVEN.

Report of Captain Price, U. S. Navy, commanding U. S. ship Jamestown, of arrival at Rio de Janeiro.

U. S. S. JAMESTOWN,
Rio de Janeiro, December 8, 1862.

SIR: I have the honor to inform the Department of my arrival at this place on the 30th ultimo, after a rather tedious passage of forty-eight days. On my way out I saw but few vessels; of those, I boarded an American on this side of the line and have made inquiries of some half dozen others that have arrived here during the past week or ten days from the United States, but from none of them have I heard of any interruption from rebel cruisers. Freights, they think, will be still more difficult to obtain, since the *Alabama's* captures have been known here. There being no Government stores here, I have thought it advisable to have purchased 10 barrels of flour and 15 of pork, which, in addition to what we had on hand, may take us to Macao.

I shall sail for Montevideo the last of this week with our minister, General Webb, and Mrs. Webb as passengers, the latter for the benefit of her health.

I am, very respectfully, your obedient servant,

CICERO PRICE,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, stating his decision to issue no more licenses to merchant vessels.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
December 10, 1862.

SIR: I hasten to lay before you some facts which have just come to my knowledge. In July last I received from the Department of State orders to issue licenses, like the enclosed form, to such vessels as complied with the proper requisitions.

I have recently issued five such licenses to the following-named vessels: (1) British schooner *Harkaway*, (2) British schooner *Levi Rowe*, (3) British schooner *Golden Eagle*, (4) British schoner *Brilliant*, (5) bark *Rosalind*. These vessels all took licenses for Beaufort, N. C., and the captains of each, together with the owners of the several cargoes, have duly taken the most solemn oath that "their sole cargoes were salt, and that their destination was Beaufort, N. C.; that no persons, articles, or information contraband of war should be forwarded by them," etc.

I have learned this morning that two of the aforenamed vessels

have violated the oaths, and have entered Wilmington, N. C. Yesterday a Mr. Thompson, having chartered the British barkentine *Rosalind*, came to me to procure a license for Beaufort. The captain, Cecil Gardner, having exhibited to me his shipmaster's certificate from the British admiralty, and both himself and Mr. Thompson having taken the solemn requisite oaths as to cargo and destination, viz, "salt, to Beaufort, N. C.," I granted them the desired license. This morning I learn from a man in my confidence that the *Rosalind* will endeavor to elude our blockade at Charleston or Wilmington New Inlet. If this is true it might be well to send the *Rosalind* to Key West to have her cargo overhauled, even at the risk of our Government having to pay something for detention and damages.

I have decided now to issue no more licenses on any consideration whatever. I did not think that respectable men would presume to stand up and on the Holy Evangelists take a solemn oath which they intended to violate.

Mr. Thompson, who has chartered the *Rosalind*, assured me that he had taken a contract to supply lumber and fine timber from Beaufort to complete a large church which has been erected here, but which has remained unfinished for the past year, owing to want of timber.

With hearty wishes for the full success of the West India Squadron, I am, truly, etc.,

SAML. WHITING,
U. S. Consul.

Rear-Admiral WILKES, or any COMMANDER OF U. S. CRUISERS.

DECEMBER 11, 1862.

A report is published in this morning's papers that the *290*, pirate *Alabama*, passed the Beminis last week, and that Semmes told those who boarded his vessel "that he was in search of Admiral Wilkes and the *Wachusett*." I wish him all success in the search.

You will see by the newspapers enclosed that Admiral Milne, R. N., is expected here daily with reenforcements for the British West India Squadron.

WHITING.

DECEMBER 13, 1862.

Admiral Milne has just arrived. The *Herald*, alias *Antonica*, sailed for Charleston. Schooners *Rivet*, *Florida*, *Rising Dawn*, and other small craft are ready for sea, to run the blockade, probably.

WHITING,
U. S. Consul.

Steamer *Leopard* sails to-morrow with new captain, Black.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, transmitting report of Commander Chandler, U. S. Navy, denying rumored attack on schooner Mary E. Morgan by C. S. S. Alabama (290).

U. S. STEAM SLOOP SAN JACINTO,
Off the Island of Barbados, December 10, 1862.

SIR: I have the honor to report that on yesterday morning I called in at Roseau, Island of Dominique [Dominica], and sent Lieutenant-

Commander Chandler on shore to make enquiry concerning the schooner *Mary E. Morgan*, whom I reported in my letter of the 6th instant from Pointe à Pitre as having been chased and fired into by the *Alabama*, or *290*. I herewith enclose a copy of the statement made by that officer. From it I must conclude that the *Alabama* has not been in that quarter, nor have I yet learned of her having been seen around any of the Windward Islands since the 19th of November.

I am, very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosure.]

U. S. STEAM SLOOP SAN JACINTO,
Roseau, Island of Dominica, December 9, 1862.

SIR: In obedience to your order I went on shore to gain information of the rebel steamer *Alabama*, but in the absence of a consul, commercial agent, or other representative of the Government, I was obliged to rely upon the consignee of the schooner *Mary E. Morgan* (which was said to have been fired at) and other inhabitants of the island, whose reports to me seem vague and unreliable.

The consignee of the *Mary E. Morgan* informs me that two weeks ago, as that vessel was coming round the north point of the island, a steamer passed her and fired a gun, but that it was too dark for him to distinguish what class of vessel she was, it being 8 o'clock at night. I asked if there was a shot fired, but the captain said he did not know.

The sergeant who had the guard at the fort told me that the steamer alluded to was a side-wheel steamer, as he and his comrades distinctly heard the noise of the paddle wheels, and that the 8 o'clock gun which is regularly fired must have been the one that the captain of the *Mary E. Morgan* heard and in his fright attributed to the steamer.

Several gentlemen remarked to me that they did not believe the *Alabama* had been near the island, and I am of the same opinion.

Very respectfully,

R. CHANDLER,
Lieutenant-Commander, U. S. Navy.

Commander WM. RONCKENDORFF, U. S. Navy.

Letter from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, stating the whereabouts of the C. S. S. Alabama (290), and urging vigilance.

NAVY DEPARTMENT, *December 12, 1862.*

SIR: The Department calls your attention to the fact, of which, however, you are probably aware, that the *Alabama*, or *290*, is in the West Indies, having visited Martinique and escaped from there on the night of the 19th ultimo, while the *San Jacinto* was lying outside. The indications are that Semmes designs resorting to his old haunts where, with the *Sumter*, he destroyed our commerce and successfully eluded our cruisers.

The Department relies upon you to adopt every measure in your power to overtake and capture or destroy this piratical steamer without violating neutral territory or international rights.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHAS. WILKES,
Commanding West India Squadron, Turtle Harbor.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of the condition of that vessel.

U. S. STEAM SLOOP KEARSARGE,
La Carraca, Spain, December 13, 1862.

SIR: I had the honor to address the Department on the 7th ultimo in relation to steps taken for docking ships, etc. I have now to state that the ship was docked on the 1st instant, the dock having been in use until that time. I should sooner have informed the Department of this delay but that I was in daily promise and expectation of the dock being vacated.

I herewith respectfully enclose the chief engineer's report, for which I have been impatiently waiting, but which could not possibly be sooner made owing to many and extreme difficulties met with in extracting the shaft, which was accomplished this p. m. When the dock was emptied and the ship's keel exposed, one blade of the propeller was discovered resting upon it. In connection with this fact I would respectfully bring to notice of the Department that Spanish screw steamers at this place have two stern bearings, one through the stern post and the other in the rudder post, with propeller revolving between them.

As my present position is an expensive one, I shall, so soon as practicable, plug the stern bearing and haul into the stream until the shaft is ready for shipping.

I have the honor to be, very respectfully, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order of Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to Commander Stanly, U. S. Navy, commanding U. S. S. Narragansett, urging vigilance in protecting United States mail steamers.

U. S. FLAGSHIP LANCASTER,
Panama, December 13, 1862.

SIR: When you are in all respects ready, you will proceed with the U. S. S. *Narragansett*, under your command, on a cruise up the coasts of Costa Rica, Nicaragua, [San] Salvador, Guatemala, and Mexico as

far north as the port of Angeles, which is in about longitude 97° W. You will visit the ports of Punta Arenas, San Juan del Sur, Realejo, La Union, Acajutla, San Jose de Guatemala, Port [La] Ventosa, and Port Guatulco.

There is a line of American steamers carrying the United States mail from Panama to most of the above-named places, as far north as San Jose de Guatemala, and it is important to touch at those ports about the time of the arrival of these steamers. This will not only give them protection, but will give an opportunity to receive and dispatch all letters to or from your ship. In running along this coast it is necessary that great attention should be observed to the navigation of your ship, as the latest charts are reported very defective. You will, whenever opportunity occurs, either by your own observations or from information obtained from reliable sources, correct such errors, reporting it at the termination of your cruise.

It is reported that a number of persons, citizens of the United States, who have deserted their flag and become traitors to their country, are scattered along this coast, inciting those who have capital to fit out vessels against our commerce, and for this purpose to seize one of the mail steamers, should an opportunity offer. You will therefore be particular in examining every vessel you may encounter on which there is the slightest suspicion of their character.

I am also informed that there is some probability of political disturbances very shortly in [San] Salvador; that, in a movement of that kind, they expect to be aided by the Government of Nicaragua and Guatemala, and that the first step taken will be the seizure of the port of La Union. Orders have been given by the agent of the Panama mail steamships to preserve strict neutrality in their dealings with the contending parties; to carry neither troops nor munitions of war or, in fact, to commit no act which could compromise them in any manner whatever. It will be your duty when you meet with these steamers to urge upon their respective commanders the necessity of adhering strictly to these injunctions.

In your intercourse with the officials, as well as private citizens of foreign powers, I need not urge upon you the necessity of cultivating the most friendly relations, conceding to them all that we should require for ourselves and exacting, but in the most courteous manner, all that is absolutely necessary to fulfill your instructions within the bounds of international law.

If absolutely necessary to obtain coal you may extend your limits to Acapulco, but it is probable that you can get it in small quantities at Acajutla and Realejo. In paying for it you can draw bills on Paymaster Dunn, of the U. S. ship *St. Mary's*, at Panama.

You will return to Panama between the 1st and 15th of March, 1863, where instructions will await you. You will be pleased to render me an account of your movements at least once in twenty days, directing your letters to the care of the U. S. consul at Panama. William Nelson, esq., agent of the Panama mail steamers, has informed me that anything required for your ship will be transported free of charge.

In the hope of your having a pleasant cruise and a safe return to this anchorage,

I am, very respectfully, yours,

CHARLES H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Commander FABIUS STANLY, U. S. Navy,
Commanding U. S. S. Narragansett, Panama.

Report of Captain Pickering, U. S. Navy, commanding U. S. S. Kearsarge, of failure on the part of the commanding officer of U. S. storeship Release to comply with orders.

U. S. STEAM SLOOP KEARSARGE,
La Carraca, Spain, December 13, 1862.

SIR: I feel it a duty, in times like the present, to acquaint the Department with certain facts relative to the movements of the U. S. storeship *Release*. Her commander was ordered on the 30th of September to proceed to Gibraltar and watch the *Sumter*. On the arrival of the *Kearsarge* at Gibraltar from the Western Islands the *Release* was not in port but was reported to have sailed for Malaga. I requested the consul at Gibraltar to telegraph to Captain Upton to return to his station, and received for reply that he would return immediately. I am informed by one of the officers of the *Release* that the ship was painted after the reception of this telegram and remained in port more than a week.

I have the honor to be, your obedient servant,

C. W. PICKERING,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, of continued search for the C. S. S. Alabama (290), and urging the need of increased force for that purpose.

U. S. FLAG STEAMER WACHUSETT,
[*Havana, Cuba,*] *December 14, 1862.*

DEAR SIR: I arrived here yesterday morning, and during the day our consul-general received information that the *Alabama* had been at Fort Royal, Martinique, on the 20th [19th] November. I leave this p. m. in search of her. We have been coaling all night.

I can not express to you how much I feel the want of force here at this time; it would have made her capture almost certain. I have by every opportunity urged upon the Department the necessity of a larger number of vessels, at least to have sent the two, the *Dacotah* and *Cimarron*, out which were started as part of my squadron, or to have replaced them by others, but I have seen with some concern that no notice has been taken of my urgency, and the time has now come which proves that I was not mistaken in my views or representations to you, that the *Alabama*, or *290*, would come to recruit in these seas and will probably remain in these waters for the next season, and we require all the activity to hunt her up and capture her. But you must be aware this can not be done without a sufficient force, and all acting in unison and concert.

I now possess all the information respecting her through the dispatch from the consul at Martinique to the Secretary of State, which I requested the consul-general to open, it being inferred in the consul's letter inclosing it that its contents were important. I see by it that the *Agrippina* met the *Alabama* off that port. Her first destination was the Bahamas, but understanding that we had sufficient force there to intercept her, and were keeping a careful watch on all the reefs and cays, it has been changed to Martinique, and from thence we have only surmises of the destination she may take, and these are of some

account, for I have memorandums of Semmes (which he wrote while in the *Sumter*) officially giving his rendezvous for that vessel, and think he will now adopt them in his present emergency.

I now renew the request for more vessels of sufficient force to contend with her singly and others which may come, and with renewed urgency to join me as soon as possible. I shall leave orders with the consul-general, in view of their coming, what destination they are intended to operate, or where I may meet them. There is no doubt in my mind that after the *290* effects her coaling and repairs, her object will be the capture, if possible, of the California boats. We must take her before, if possible. We shall do our best. I leave with the *Sonoma* this evening in close pursuit of her.

I am, very respectfully, yours,

CHARLES WILKES,
Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Lieutenant Cavendy, U. S. Navy, commanding U. S. bark Gemsbok, of assistance rendered to transport steamer M. Sandford

U. S. BARK GEMSBOK,
Turtle Harbor, East Florida, December 15, 1862.

SIR: On the morning of the 10th instant observed a steamer had run upon Carysfort Reef, near the light-house, which proved to be the *M. Sandford*, one of the fleet of Major-General Banks' expedition, having on board the One hundred and fifty-sixth Regiment New York Volunteers, E. Cooke, colonel, commanding. She ran up her ensign, union down, soon after striking. I immediately dispatched the launch with anchor and hawser to assist her. She being not able to get off, I got the ship underway and ran down for her, to save life and property. Anchored as near as safe to the steamer and succeeded in transporting the most of her troops, to the number of 500 officers and men, with arms and baggage, on board the ship. This ship being full, the balance of about 200 were put on board steamer *Blackstone*, which came up on the evening of the 10th from Key West. On the 11th at noon weighed anchor and proceeded to Key West, the *Blackstone* in company. On the 12th disembarked troops, took in water, and sailed 13th for this harbor and reached here this morning at 8 o'clock.

I am, sir, very respectfully, your obedient servant,

EDW. CAVENDY,
Acting Lieutenant, Commanding.

Rear-Admiral CHARLES WILKES,
Commanding "Flying Squadron."

Instructions from the Secretary of the Navy to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, that the capture of the C. S. S. Alabama (290) must be the first consideration of his command.

NAVY DEPARTMENT, *December 15, 1862.*

SIR: Your No. 15 and No. 16, of November 24 and 25, respectively, have been received. The Department would be glad to increase our

force at every point had it the men and ships. As it is, we must make the most of the force we have. The efficiency of the blockade must not be impaired, and at this season the squadrons are expected and required to carry on offensive operations. These matters can not be dispensed with.

Your operations are designed more particularly to capture the piratical cruisers and vessels carrying contraband, and are, therefore, secondary to the great object of the blockade. It is desirable to intercept and break up the illicit traffic and schemes to aid the insurgents, but the first great and imperative duty of your command is the capture and destruction of the *Alabama*, or *290*, the *Oreto*, or *Florida*, and similar cruisers of a semi-piratical character that are depredating upon our commerce. You have already been advised that the *Alabama* is in your vicinity, and you could perform no duty more acceptable to the whole country than her capture or destruction. Thus far no important results have attended your presence in the vicinity of Nassau. It has probably made the illicit traders more cautious and exasperated the authorities, but has effected no captures.

It will be well, I think, that you avoid, as far as possible, visiting the English ports during the excited condition of the colonial authorities, whose sympathies, I am sorry to perceive, appear to be almost exclusively with the insurgents.

I am, respectfully, your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron, Turtle Harbor.

Letter from the U. S. consul at Nassau, New Providence, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, reporting the presence in that port of supposed blockade runner Giraffe.

U. S. CONSULATE AT NASSAU, NEW PROVIDENCE,
December 19, 1862.

SIR: The British-Confederate steamer *Giraffe* has just arrived from Liverpool, England, loaded with arms, etc., and is said to be destined to run the blockade to some Southern port. She is a long, low vessel, painted light-lead color, two masts and two pipes, topsail schooner rigged; masts and pipes stand very raking and wide apart. She is said to be very fast, side-wheel, and she went up the harbor at clipper speed. Duguid, who brought out the *Oreto*, is captain.

Truly, yours, etc.,

SAML. WHITING,
U. S. Consul.

[Acting] Rear-Admiral WILKES, etc.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of the sale of C. S. S. Sumter, at Gibraltar.

U. S. GUNBOAT CHIPPEWA,
Algeciras, Spain, December 20, 1862.

SIR: I have the honor to inform you that the rebel steamer *Sumter* was sold at Gibraltar yesterday for the sum of $19,500. It seems that some time since she was sold to private parties, natives and residents of Gibraltar, but on their learning that the U. S. consul had protested

against the sale in a British port as illegal, and the lack of proper authority for the sale, the parties declined (without such authority and in view of the protest) to purchase, therefore the sale was annulled. I saw the document annulling the sale. About the 11th December a telegram was received by Mr. Chapman (the officer in charge of the *Sumter*) to "postpone sale for the 19th; your friend goes out by the steamer of the 12th." The *Sumter* was purchased by this friend, who arrived on the 17th or 18th in the mail steamer from Southampton, and so far as I can learn is an English engineer, supposed to be directly or indirectly connected with the so-called Confederate cause. Her guns, I understand, were not included in the inventory of sale, but were presented to the party making the purchase. Yesterday (December 19), at about 4:30 p. m., her ensign and pennant were hauled down. Since then no colors have been shown.

The tenor of a telegram from our minister at Madrid to the U. S. consul at Gibraltar, instructing him to protest against the sale of the *Sumter*, I conceive (in absence of any further orders from the Department than those received in Washington) to be sufficient authority for me still to carry out my original instructions.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from the U. S. consul at St. Thomas to the Secretary of the Navy, reporting the presence in port of the Confederate privateer Retribution.

U. S. CONSULATE,
St. Thomas, December 20, 1862.

SIR: I this day forward to the Department of State information respecting a rebel schooner called the *Retribution* that left this port on the 18th instant. The U. S. S. *San Jacinto* returned this morning from an unsuccessful cruise after the *Alabama*, and immediately started in the track of the *Retribution*. I forward with this a dispatch from Captain Ronckendorff to yourself. He desired me to call your particular attention to the importance of having a small fast steamer stationed at this place.

It gives me great pleasure to bear testimony to the activity and earnestness of Captain Ronckendorff.

I am, sir, very respectfully, your obedient servant,

JOHN T. EDGAR,
U. S. Consul.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of continued search for C. S. S. Alabama (290), transmitting information from U. S. consul at Barbados, and statement of Acting Master's Mate Keene, U. S. Navy.

U. S. STEAM SLOOP SAN JACINTO,
Island of St. Thomas, December 20, 1862.

SIR: I have the honor herewith to enclose a copy of a letter received from our consul at Barbados.

I proceeded to Cumana, on the main, to get information, as it was

understood that the island of Blanquilla was not inhabited. Lieutenant-Commander Chandler went on shore and called on the governor, who stated that he had no information of the *Alabama* or any other rebel vessel being on the coast or its vicinity for the last eight or nine months. About that time a bark arrived showing the Confederate flag. This was the afternoon of the 14th instant. I left and steamed over to the island of Blanquilla, arriving off of it at 4 o'clock a. m. on the 15th instant, and anchored at 8 a. m. Sent Master's Mate Keene on shore, who learned from three men who inhabited the island that the rebel steamer *Alabama* had left there between 6 and 7 o'clock the previous evening, and stood to the northward. I immediately got underway and followed in that direction, arriving at Sombrero on the 18th instant, from thence to this place.

For particulars I respectfully refer you to the statement of Mr. Keene, herewith enclosed.

I arrived here at 9:50 a. m. and received information that a pirate schooner had sailed from this place on the 18th instant. I proceed at once in search of her.

Respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosures.]

CONSULATE OF THE UNITED STATES OF AMERICA,
Barbados, December 11, 1862.

SIR: The royal mail steamer *Trent* arrived this a. m. from Trinidad, having left that island on the 8th instant. The captain of the *Trent* reports verbally that the rebel steamer *Alabama* had been at the island of Blanquilla, and taken from a vessel there several hundred tons of coal; that there were also two whaling vessels (American) at said island; that the captain of the *Alabama* took the captains of the two whaling vessels and confined them for five days, but did not destroy the vessels.

I have the honor to be, sir, your obedient servant,

EDWARD TROWBRIDGE,
U. S. Consul.

Commander WM. RONCKENDORFF,
U. S. Ship San Jacinto.

U. S. SHIP SAN JACINTO,
December 16, 1862.

SIR: In obedience to your request I herewith give you the answers to the questions that were asked at the time I was sent on shore to the island of Blanquilla to make enquiry concerning the rebel steamer *Alabama*.

According to orders, I took with me two seamen, one that could speak Spanish, the other French, one named James Smith and the other Henry Williams. Williams, although he could not speak Spanish, could understand it very well, and knew all and interpreted part that was said. I found the people to be Spanish. I asked the following questions:

Question. Have there been any suspicious looking vessels, or any vessels at all, at this island lately?

Answer. Yes; there was a steamer left here last night.

Question. What was her rig?

Answer. Bark rigged.

Question. Did she hoist a flag?

Answer. Yes.

Question. Can you describe it?

Answer. It was a flag with three broad stripes, and as near as they could count from there it had five stars in it.

Question. Where did she belong?

Answer. American, South.

Question. Southern States?

Answer. Yes.

Question. Did you hear her name?

Answer. Yes; one of the crew said it was the *Alabama*. They then went on of their own accord and told that the crew were on shore and acted like the devil; that they had all kinds of arms and that they shot everything they could see—cattle, sheep, goats, etc.; that they had plenty of gold and silver and that they paid for most everything they shot.

Question. What kind of a looking man was the captain?

Answer. I did not see him; he was not on shore at all.

Question. How long did she lie here?

Answer. She was here five or six days in all; she was here some time waiting when a bark arrived and she took in coal from her, off that point (pointing at the same time with his finger toward a small point of land).

Question. Describe the bark.

Answer. She had painted ports and hailed from Liverpool.

Question. Which way did the *Alabama* go when she left here?

Answer. After she was done coaling up she commenced to get up steam, when a schooner hove in sight when she immediately got underway, and the last we saw of her she went around that point of land in chase of the schooner (pointing at the same time toward the north point of the island) to the northward.

Question. Have you any idea of where she was bound from here?

Answer. No. She went past that point of land to the northward and that was the last I saw of her.

Question. What time did the bark leave?

Answer. She got underway at the same time that the *Alabama* did, but steered off in the opposite direction.

Question. How many yards had she on her masts?

Answer. She had two on her two forward masts and room enough for one more on each mast.

Question. How many people are there on the island?

Answer. Three men besides what there is here (there being three men and one woman in the hut we were in).

Question. Are there any houses besides this?

Answer. Yes; two more.

The question was again asked, what time did she leave here?

Answer. Between 6 and 7 o'clock last night.

Question. Were you glad when they left?

Answer. Yes, because we were afraid of them.

Question. Did you see any lights at night, or did they destroy any vessels while they were about here?

Answer. Not that I know of; I did not hear of any.

I then thanked them for their information and returned on board, as I had asked them all the questions which they would be apt to know about and that would be of any service to us. I was convinced that they told the truth, for they were a poor, indolent-looking set, and all they appeared to know about was what they see around them, and that was not much, as they did not grow anything of any kind that I could see. They lived in a small hut and were dressed very poorly and not half dressed at that. They appeared to get their living by raising cattle, etc., of which there was plenty on the island. Believing I have stated everything which is of any consequence, I subscribe myself

Very respectfully, your obedient servant,

HENRY T. KEENE,
Acting Master's Mate, U. S. Navy.

[Commander WM. RONCKENDORFF,
U. S. Ship San Jacinto.]

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of cruise in search of C. S. S. Alabama (290).

U. S. S. MOHICAN,
St. Vincent, Cape Verde [Islands], December 20, 1862.

SIR: I have to report to the honorable Secretary of the Navy the arrival of the U. S. S. *Mohican* at the Cape Verde; all well. We completed the repairs on the machinery of this vessel on the evening of the 12th November, and sailed from Bermuda on the morning of the 13th, shaping our course so as to intercept vessels bound across the line, and continued to cruise on this line until the 11th December, when I hauled up for the Cape Verde. I boarded four vessels on my voyage to this place, all from foreign ports and bound for Europe, none of which had any news of *290*.

I have made careful enquiries at these islands and find that the *290* had not visited any of them; nor has she made any arrangements for coaling. The only coal to be obtained is at St. Vincent, and it will be necessary to keep a good lookout at this port. These islands are very isolated and we have to depend entirely on the news by the English mail steamers, which arrive monthly. I have filled up with coal at this port, and have purchased one month's salt provisions, this being all that could be obtained on the islands. I now have provisions on board to last me until the 15th of April; at that time I shall require more. Be pleased to advise me on this subject.

I shall leave for Porto Praya as soon as the mail arrives, and remain there a few days, and then sail on a cruise in the vicinity of the Cape Verde, but toward the Cape of Good Hope, returning to this place in about one month or six weeks. As soon as I can get reliable information of the *290* I shall be off in chase. It gives me much pleasure to state that I have good officers and men, and that they are all well drilled in their various duties, and the *Mohican* is in every way ready

to make short work of the *290*, if we are so fortunate as to fall in with her.

I have communicated with the consuls at the different places that I have visited. They have no information in relation to the *290*. I will forward their letters by the first vessel bound home. The engineers of this ship are gaining more experience daily, and I hope in time they will acquit themselves with more credit than they did on leaving Philadelphia.

When this vessel is full of coal and provisions she is very slow, and labors very heavily in a seaway; but as we use the coal out she improves in her speed. When we have used up about 100 tons of coal we can get 10 knots with a fair wind and steam.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, of further information obtained regarding the sale of the C. S. S. Sumter.

U. S. GUNBOAT CHIPPEWA,
Algeciras, Spain, December 21, 1862.

SIR: In my last communication, giving you the information of the sale of the *Sumter*, I stated that she was purchased by an English engineer. It seems that I was misinformed on this point, and have since learned from our consul at Gibraltar that the purchaser was an Englishman named Mileba G. Klingander; he was accompanied by an engineer. Yesterday, about 2 p. m., the *Sumter* hoisted the English flag. The general opinion at Gibraltar, as I learn from our consul, is that the sale was bona fide. It is the impression here that when the *Sumter* is ready to leave Gibraltar she will be escorted by a homeward-bound English vessel of war. Under these altered circumstances I have written to Mr. Adams, our minister at London, for instructions as to how I am to act. The party who purchased has telegraphed to England for a master for the *Sumter*.

I am, respectfully, your obedient servant,

A. BRYSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Conditional orders of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Commander Stevens, U. S. Navy, commanding U. S. S. Sonoma, regarding the search for the C. S. S. Alabama (290).

CONDITIONAL ORDERS.

FLAG STEAMER WACHUSETT,
Grand Cayman, December 21, 1862.

SIR: It is my intention to go to Cienfuegos direct as possible. The boilers of the steamer are in such a condition that I may not be able

to get there, in which event I shall make signal to you to proceed to Cienfuegos, while I will proceed to Cape San Antonio, to cruise off there until my coal is barely sufficient to enable me to reach The Havannah.

On your arrival at Cienfuegos you will immediately communicate with the consul, and will do it more readily by proceeding at once up to the city. You will open any letters (public) for me from Mr. Shufeldt and answer them. Should you hear anything of the *Alabama*, or that she is expected, you have reason to believe is reliable, you will remain or take such action as may seem to you best, to communicate with me off Cape San Antonio, and notify the consul at Havana. In case of a want of coal you can supply yourself at Cienfuegos. Should the *Alabama* have touched or been at Cienfuegos you will not suffer her to escape you even in neutral waters, for she is to be received to all intents and purposes as a pirate.

If you are detained at Cienfuegos I shall hear of it at the The Havannah, whither I must go to coal, and with which place, through the consul, you will keep me informed by a few words or letters through the telegraph.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
[Acting] Rear-Admiral, Commanding West India Squadron.

Commander T. H. STEVENS,
Commanding Steamer Sonoma, West India Squadron.

Letter from Acting Rear-Admiral Bell, U. S. Navy, commanding Pacific Squadron, to the Secretary of the Navy, regarding the building in England of a Confederate privateer for use in the Pacific Ocean.

U. S. FLAGSHIP LANCASTER,
Panama, December 22, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of December 6, 1862, enclosing an extract from a letter from the U. S. consul at Quebec.

A report reached here not long since, from a source considered credible, that an officer from Virginia, formerly a commander in our Navy, was preparing a formidable vessel in England for the purpose of preying on our commerce in this ocean. I was induced from this report to proceed to Valparaiso as soon as possible, for the purpose of gaining some information in regard to this matter. Your letter, with its enclosure, would seem to confirm the report, and will hasten my departure, which I hope will not be delayed beyond January 5, 1863.

It is the want of funds which detains us at present, but I expect by the steamer which is to arrive from San Francisco on the 4th of January sufficient for the present wants of the squadron.

I have the honor to be, very respectfully,

CHAS. H. BELL,
Acting Rear-Admiral, Commanding Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Letter from Acting Rear-Admiral Bailey, U. S. Navy, commanding East Gulf Squadron, to Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, regarding the capture of the mail steamer Ariel.

U. S. FLAGSHIP ST. LAWRENCE,
Key West, December 23, 1862.

SIR: The mail steamer *Ariel* arrived last night from Aspinwall and reports that on the 7th instant, between the east end of Cuba and San Domingo, she was chased and captured by the rebel steamer *Alabama*. Major Garland, seven subalterns of the Marine Corps, Commander Sartori and Lieutenant Steece, of the Navy, who were passengers, and 140 marines were released on parole.

In consequence [of] the *Ariel's* having on board some 600 passengers, about one-half of them being women and children, Captain Raphael Semmes took from her about $10,000, her freight, and ransomed her, allowing Captain A. G. Jones to proceed on his voyage. Captain Jones represents the *Alabama* as lying in wait for the treasure steamer from Aspinwall, and he heard a report before he left Aspinwall that a steamer answering the description of the *Alabama* was lying at or off Porto [Puerto] Bello [United States of Colombia]. I have nothing in port suitable to send after her. The *Ariel* left the treasure which was to have come by her on the isthmus.

I am, respectfully, your obedient servant,

THEODORUS BAILEY,
Acting Rear-Admiral, etc.

Acting Rear-Admiral CHARLES WILKES,
Commanding West India Squadron.

Report of Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, transmitting correspondence with authorities at Bermuda, West Indies, regarding repairs to that vessel, also the Queen's proclamation of neutrality.

U. S. S. MOHICAN,
Porto Praya, December 23, 1862.

SIR: I herewith enclose you a copy of my letter to his Excellency the governor of Bermuda, with his answer, and also the Queen's proclamation. While at Bermuda every facility was given to me to expedite the repairs on the machinery of this vessel, by Captain Glasse, of the royal dockyard. Nearly all the work was done on board of this vessel; what was done in the dockyard could not be done on board, and was paid for by us, amounting to less than $40. I filled up with water and coal and sailed on the morning of the 13th of November, in search of *290*, or the *Alabama*.

The coal received at Bermuda was coal belonging to the United States, in the hands of Mr. Allen, our consul. I should have sent these communications sooner, but no safe opportunity has offered.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Enclosures.]

U. S. S. MOHICAN,
Bermuda, November 4, 1862.

SIR: I have the honor to acquaint your Excellency that, having put into these islands with the machinery of my vessel disabled, it will probably require some six days to complete my repairs, and having been detained on the passage by the trouble indicated, I would wish your permission to take on board 100 tons of coal and 3,200 gallons of water, which is all the supplies I shall require. It is my intention to leave here at the earliest possible moment and to proceed direct to the Cape Verde Islands.

I have the honor to be, sir, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

His Excellency H. ST. GEORGE ORD,
Governor and Commander in Chief, Bermuda.

GOVERNMENT HOUSE, *Bermuda, November 4, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of this day's date, acquainting me that, being on your way to the Cape Verde Islands and having been obliged to put into these islands, the machinery of your vessel being disabled, it will probably require some six days to complete repairs; and having been detained on the passage by the trouble above indicated, you request permission to take on board 100 tons of coal and 3,200 gallons of water, being all the supplies you require, after which it is your intention to leave this at the earliest possible moment, and proceed to your destination.

In the interview I had the honor to have with you yesterday, I stated that I had much pleasure in granting you permission to remain here until the necessary repairs to the machinery of your vessel were completed, and that I felt confident Captain Glasse, the senior naval officer, would be glad to render you any assistance in his power toward this end. Captain Glasse will, I have no doubt, also supply you with the water of which you are in need.

With respect to the coal, although the instructions issued by her Majesty for the maintenance of neutrality, copy of which I had the honor to forward to you the 2d instant, prohibited the supply of coal to vessels of war of the United States or Confederate States, except to the extent that may be sufficient to carry them to the nearest port of their own country or some nearer destination; yet, as the object of these instructions is unquestionably to avoid aiding the warlike purposes of either belligerent, and as you inform me that you are not directly engaged in belligerent operations against the Confederate States, but are proceeding to a foreign station in the performance of ordinary duty, I conceive I shall not be transgressing the spirit of these instructions in granting you permission to supply yourself with 100 tons of coal from the source of St. George, which you yesterday indicated to me.

I have the honor to be, sir, your most obedient, humble servant,

H. ST. GEORGE ORD,
Governor and Commander in Chief.

Captain O. S. GLISSON, U. S. Navy.

GOVERNMENT HOUSE,
Mount Langton, Bermuda, November 1, 1862.

SIR: Her Majesty the Queen of Great Britain, being fully determined to observe the duties of neutrality during the existing hostilities between the United States and the States calling themselves "the Confederate States of America," and being, moreover, resolved to prevent, as far as possible, the use of her Majesty's harbors, ports, and coasts, and waters within her Majesty's territorial jurisdiction, in aid of the warlike purposes of either belligerent, I am commanded to communicate for your information and guidance extracts from certain rules laid down by her Majesty's orders and directions, and which came in force in these islands on the 5th day of March, 1862.

I have the honor to be sir, your most obedient, humble servant,
H. ST. GEORGE ORD,
Governor and Commander in Chief.

Captain OLIVER S. GLISSON, U. S. Navy,
Commanding U. S. S. Mohican, Grassy Bay, Bermuda.

Order of Commodore Ringgold, U. S. Navy, commanding U. S. S. Sabine, to Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, to proceed to island of Fogo in search of C. S. S. Alabama (290).

U. S. FRIGATE SABINE,
Porto Praya, Santiago, Cape Verde, December 25, 1862.

SIR: By the arrival, an hour or two since, of the French schooner *Fovette*, three days from the island of Fogo, information is received from passengers on board of a report prevailing there that on Tuesday last a boat from an American whaleship, lying to off the harbor, came in and reported the capture, on the day previous, of an American whaling bark off the north end of Fogo by a steamer without colors, supposed to be the *Alabama*, or *290*. Under the circumstances I suggest to you to proceed, without a moment's delay, in the *Mohican*, to the town of Luz, on the west side of Fogo, and ascertain all the particulars, and whether the report referred to has foundation, in order that you may act as circumstances may demand. Our consul, Mr. Morse, now being at Brava, in close proximity with Fogo, it may be to your advantage to communicate with him, should it not interfere with the celerity of your movements.

If the *Alabama* should prove to be in this vicinity, it is probable she may look in at Porto Grande, this place, or at one of the other islands; I therefore also suggest to you to look into Porto Grande and other ports, particularly Mordeira Bay, in Sal and English Roads, and Bonavista, before you return to this place. I propose to remain at anchor here, or cruise in the immediate vicinity, as circumstances may best justify, until I can communicate with you again, after you shall have made the investigations suggested, as I think it probable the *Alabama* may appear off this harbor.

The American brig *Eastern State*, from Boston, now here, being loaded with provisions, would be an easy prey and valuable prize to the *Alabama*, in the defenseless condition of the forts, the authorities being without powder sufficient to return the salute I proposed, and, while I can protect her, I hold a commanding position, from which I can doubtless act with greater advantage than if I were to leave the

port unprotected. Should you fortunately encounter the *Alabama*, I have no doubt of the disposition you will make of her, and, wishing you all success,

I am, most truly, your friend,

CADWALADER RINGGOLD,
Commodore, U. S. Navy, Commanding Sabine.

Captain O. S. GLISSON, U. S. Navy,
Commanding Mohican.

Capture of the English schooner Mont Blanc, December 25, 1862.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, of the capture by that vessel of the English schooner Mont Blanc.

U. S. S. OCTORARA,
At Sea, December 26, 1862.

SIR:

* * * * * * *

Also on the 25th instant, about 1½ miles N. E. of Sand Cay, in latitude about 26° 49′ N. and longitude about 79° W., the southwest end of Great Bahama Island bearing southerly about 7½ miles, the English schooner *Mont Blanc*, of Nassau, New Providence, of about 10 tons, from Green Turtle Cay, bound to Port Royal, S. C., with 85 bags of salt. She had a crew of five persons, and her captain, Azariah Curry, confessed to having been near the mouth of Indian River, from which place he had been driven by stress of weather. Her ownership, cargo, rate of wages for captain and crew, destination, and size are some of the reasons for her seizure. I will send her to Key West, in charge of Acting Master L. G. Cook, for adjudication.

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

Forwarded, and attention requested to the fact that one of the captures was made within a marine league of one of the keys of the Bahamas, over which the English claim jurisdiction.

T. BAILEY,
Acting Rear-Admiral.

Letter from the Secretary of the Navy to Commander Collins, U. S. Navy, commanding U. S. S. Octorara, censuring him for infringement of laws of neutrality in the capture of the English schooner Mont Blanc.

NAVY DEPARTMENT, *May 18, 1863.*

SIR: In the case of the British schooner *Mont Blanc*, seized by you on the 25th of December last, within a marine league of one of the cays of the Bahamas, over which the English Government claims jurisdiction, and sent to Key West, where she was restored to her owners without trial—the seizure being so manifestly illegal—a claim has been made for compensation for the wrong committed, and the President has

admitted the justice of it and given assurances that due reparation will be made to the owners of the vessel.

In announcing this fact, I am required to communicate to you that you have incurred the displeasure of the President by seizing the *Mont Blanc* within British waters, in violation of neutral rights and against the well-known instructions of this Department, and to say that a repetition of such proceedings will be visited with more severe and effective censure. The Department can not but think that the seizure was made without due consideration of the impropriety of it and the consequences that might ensue.

I enjoin upon you to be more cautious, and by no means infringe upon the territorial waters of friendly and neutral nations. Enclosed is a copy of the circular letter of the Department, of the 18th of August last, upon that subject, which you will carefully observe in all of its particulars.

I am, respectfully, etc.,

GIDEON WELLES,
Secretary of the Navy.

Commander N. COLLINS,
Commanding U. S. S. Octorara, West India Squadron.

Report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, in response to the charge of the illegal capture of the English schooner Mont Blanc.

U. S. STEAMER OCTORARA,
Key West, July 5, 1863.

SIR: I have the honor to acknowledge the receipt of your letter of the 18th of May last, in relation to the illegal seizure by me of the British schooner *Mont Blanc* within 1 marine league of one of the cays of the Bahamas, over which the English Government claim jurisdiction. I am informed that I have incurred the displeasure of the President by seizing the *Mont Blanc* within British waters, in violation of neutral rights and against the well-known instructions of the Navy Department, and that the Department can but think that the seizure was made without due consideration of the impropriety of it and the consequences that might ensue.

In answer I respectfully submit that in seizing the *Mont Blanc*, about 1½ miles distance from Sand Cay, as I reported at the time to the Navy Department, I did so in accordance with the verbal instructions of Admiral Wilkes, whose full verbal approval of the act I had, even after the vessel had been restored to her owners.

Trusting that this very clear case of carrying out the instructions of my immediate superior will fully justify my course before the President and the Navy Department,

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Endorsement.]

He should have required a written order from Admiral Wilkes to violate the instructions of the Secretary.

[FOX.]

Supplementary report of Commander Collins, U. S. Navy, commanding U. S. S. Octorara, in the matter of the illegal capture of the English schooner Mont Blanc, transmitting the final decision of the district court of Florida.

U. S. S. OCTORARA,
Key West, July 8, 1863.

SIR: In reply to your letter of censure of the 18th of May last, for the capture of the British schooner *Mont Blanc*, I beg leave to make this supplementary answer:

1. In receiving verbal instructions from Acting Rear-Admiral C. Wilkes, by which I was to be governed in making captures about the Bahama Banks, I was informed that I need not consider rocks, small patches of sand, or small uninhabited cays as neutral territory, and that he would authorize me to make captures within 3 miles of such places, provided they were good prizes in other respects.

2. Sand Cay is a small, uninhabited inlet.

3. By the final decision of Judge Marvin, a copy of which is herewith enclosed, it is stated there was probable cause for capture and detention, and that each party pay their own costs.

Trusting that the statements in this and my other letter will fully relieve me from all blame by the President and the Navy Department,

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Enclosure.]

DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF FLORIDA.

THE UNITED STATES
vs.
THE SCHOONER MONT BLANC AND CARGO. } Prize.

FINAL ORDER.

This cause having come on to be heard, it is ordered, by consent of all the parties in interest, that the vessel and cargo be restored to the claimant for the benefit of whom it may concern; that there was probable cause for the capture and detention of the vessel, and that each party pays his own costs.

WM. MARVIN,
Judge.

Entered January 19, 1863.

A true copy. Attest:

GEORGE D. ALLEN,
Clerk.

Report of Captain Glendy, U. S. Navy, commanding U. S. ship Saratoga, of arrival at Philadelphia.

U. S. S. SARATOGA,
Navy Yard, Philadelphia, December 27, 1862.

SIR: I have the honor to report the arrival of this vessel after a passage of thirty-seven days from Lisbon.

* * * * * * *

I have the honor to be, your obedient servant,

WM. M. GLENDY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Bryson, U. S. Navy, commanding U. S. S. Chippewa, relative to steamer Sumter's getting underway, and change of name to Gibraltar.

U. S. GUNBOAT CHIPPEWA,
Off Algeciras, December 27, 1862.

SIR: I have the honor to report to you that on the 24th instant, at about 12:30 p. m., the *Sumter* got underway and stood out toward the straits, keeping within English waters. I immediately started in pursuit and kept within range of her, but on reaching Europa Point she turned and stood to her former anchorage. I have since been informed that it was nominally a trial trip, but that she would have at once proceeded to sea if I had made no demonstration. I am informed also that she has received a master here, and that the owners have applied to the governor of Gibraltar for an escort and a British register for her under the name of the "*Gibraltar*, of Gibraltar," which name has been painted in large white letters on her stern. From the same source I learn that the governor has refused to give her a register until such time as he shall receive an answer to a telegram sent by him to London in relation to the matter. This answer is expected about the 29th of the month. Her rig remains unchanged, but she has a broad white streak around the upper part of her hull, and another around the top of her smokestack. With these exceptions her general appearance is the same as before.

Up to the present time I have received no reply from Mr. Adams, by telegraph or otherwise, nor do I at this late day expect any in time to profit by it.

I am, very respectfully, your obedient servant,

A. BRYSON,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

[Telegram.]

NAVY DEPARTMENT,
December 28, 1862.

Direct the *Alabama* to proceed without delay to St. Thomas and report to Acting Rear-Admiral Wilkes. Should he be absent on his arrival, Commander Nichols will sail in pursuit of the *290* in such direction as he may probably fall in with her.

GIDEON WELLES,
Secretary of the Navy.

Commodore J. B. MONTGOMERY,
Commandant Navy Yard, Boston.

Order and instructions from the commandant of the navy yard, Boston, to Commander Nichols, U. S. Navy, commanding U. S. S. Alabama, to proceed to St. Thomas, West Indies, and cruise in pursuit of the 290 (C. S. S. Alabama).

COMMANDANT'S OFFICE, U. S. NAVY YARD,
Boston, December 28, 1862.

SIR: You will proceed without delay with the U. S. S. *Alabama*, under your command, to St. Thomas, and report to Acting Rear-Ad-

miral Wilkes. Should Admiral Wilkes be absent on your arrival, you will sail in pursuit of the *290* in such direction as you may consider it most probable that you will fall in with her.

I am, respectfully, your obedient servant,

J. B. MONTGOMERY,
Commandant.

Commander E. T. NICHOLS, U. S. Navy,
Commanding U. S. S. Alabama, Navy Yard, Boston.

Letter from Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to R. J. y Patrullo, esq., U. S. consul, Merida, Mexico, relative to steamer Virginia.

U. S. S. WACHUSETT,
At Mugeres Island, December 29, 1862.

SIR: I have to call your attention to an affair that has taken place at this point. On my arrival here day before yesterday I found the steamer *Virginia*, Captain Johnson, here. Captain Johnson has lately come from The Havannah in the schooner *Pepita*, with various articles necessary for the steamer, which were sold by the parties representing the owners to Mr. Francis P. Drain, who has come here and taken possession of the steamer. She arrived under Spanish colors, and has been detained by the Mexican authorities as a slaver, of which there is no proof whatever. She has been thoroughly examined by my officers, and we have discovered papers, and also the certificate of the captain that she is now and has been bought for a Confederate vessel, and is intended to operate against the United States, and is therefore a good prize to us, if met at sea. I have signed an agreement with the officer here to put a guard on board for her protection against the rebel crew, and to protect the property, and to hold the vessel until it is proved whether or not she is a slaver, when if so proven I am ready to give her up, but if she is not, then she falls a prize to my squadron if taken at sea. I shall not, of course, capture her in this port, unless the authorities consent to it, which I will not ask, as I suppose they would be loath to grant [it].

I shall return here by the time the decision is made in Merida, as it can not take long to decide where there is no evidence to support the charge of having been engaged in the slave trade.

I forward you the agreement entered into, and also a copy of the certificate of Captain Johnson, who is now master of the *Virginia*, witnessed by one of my officers, and one from the second engineer, which I desire for use in our behalf. Your prompt attention to this matter will oblige me and confer a service to the Union and Government of the United States.

I am, very respectfully, yours, etc.,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

RAMON J. Y PATRULLO, Esq., *U. S. Consul, Merida.*

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, of arrival at St. Thomas, West Indies, from a cruise in search of the C. S. S. Alabama (290).

U. S. STEAM SLOOP SAN JACINTO,
St. Thomas, December 29, 1862—5 p. m.

SIR: I have the honor to report just arriving here from a cruise looking after the *Alabama* and the two schooners.

I herewith enclose the statement made me by Consul John T. Edgar, of this place. I also enclose a copy of a letter* received soon after my arrival from Commander Sartori in relation to the capture of the steamer *Ariel* off Cape Maysi by the *Alabama.*

I shall run down along the islands of Porto [Puerto] Rico, San Domingo, and Cuba, cruising, as in my best judgment, for the rebel vessels, unless news should arrive by the steamer from Havana, expected to-morrow morning, changing my direction. I have on board some three weeks' provisions, and consequently will have to replenish, and intend to go to Key West for that purpose, and hope there to get further instructions from the Department.

Very respectfully, your obedient servant.

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander Ronckendorff, U. S. Navy, commanding U. S. S. San Jacinto, relative to Confederate privateers Dixie and Retribution.

U. S. STEAM SLOOP SAN JACINTO,
St. Thomas, December 29, 1862.

SIR: On my arrival at St. Thomas on the 20th instant, I received the following information from our consul, John T. Edgar: That two schooners had left St. Thomas, supposed to be privateers under the rebel flag; one, the *Dixie*, on the 15th instant; the other, the *Retribution*, on the 18th instant. The *Retribution* arrived from Charleston, S. C., on the 7th instant, laden with cotton, etc.; is a small black schooner of 150 tons; was formerly a steamer, consequently her masts are set wide apart; her sails are old and quite dark; her bow perpendicular, rather inclining in, as is the case with our tugboats; the wood, filling up the space which the propeller occupied, can easily be discerned; carries a jib at the knighthead. She is reported as having an unusually large number of men for so small a vessel, and men thought to be of an official and military character; and also that in her hold, according to her manifest, she had three guns.

The *Dixie*, a Danish schooner, was purchased by the master of the *Retribution*, or his agent, and lay alongside of the *Retribution* and openly fitted for sea, and secretly and by night received from the *Retribution* packages of a mysterious and suspicious character, and that purchases of ammunition, military weapons, and handcuffs had been made, or were attempted to be made, and an additional number of men were procured and shipped for the two vessels. The *Dixie* is a small black schooner of about 130 to 150 tons. She went to sea on the night of the 15th instant in defiance of the guns of the fort, which were fired at her but failed to stop her.

After the departure of the *Dixie* an examination of the *Retribution* was made, but finding nothing of a suspicious character on board of her, she was allowed to go to sea, which she did early on the morning of the 18th instant.

It is supposed, from the secret and mysterious departure of the *Dixie* that the *Retribution* had transferred her armament, stores, etc., to that vessel, to be again transferred to the *Retribution* at some convenient

* See p. 579.

place decided upon. There were some 12 or 15 men induced to leave American vessels to join the *Retribution*.

These proceedings were carried on in violation of neutrality laws, and after our consul had filed a most emphatic protest with the governor of the island.

Very respectfully, your obedient servant,

WM. RONCKENDORFF,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Order from Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, to Lieutenant Houston, U. S. Marine Corps, to repair on board the steamer Virginia and take charge of her.

FLAG STEAMER WACHUSETT,
Mugeres Harbor, December 29, 1862.

SIR: You will detail a guard of 15 marines from this vessel to repair on board and take charge of the Confederate steamer *Virginia*, Captain Johnson. You will remain on board of the *Virginia* and keep her here until my return, or until you shall receive further orders from me.

I am, very respectfully, sir, your obedient servant,

CHARLES WILKES,
[*Acting*] *Rear-Admiral, Commanding West India Squadron.*

Lieutenant G. P. HOUSTON,
Commanding U. S. Marine Corps, Wachusett.

Order and instructions from the Secretary of the Navy to Commander Cooper, U. S. Navy, commanding U. S. S. Connecticut, to proceed to Aspinwall and convoy California steamers, enclosing letter from C. Vanderbilt, esq.

NAVY DEPARTMENT, *December 30, 1862.*

SIR: Enclosed is a copy of a letter from Cornelius Vanderbilt, the owner of the line of California steamers running to and from Aspinwall. You will get underway on the 1st proximo and proceed to Aspinwall via the east end of Cuba, and upon your arrival at that port you will give convoy as suggested in Mr. Vanderbilt's letter. If you shall hear of the destruction or capture of the *290*, you will return at once to Hampton Roads.

I am, respectfully, your obedient servant,

GIDEON WELLES,
[*Secretary of the Navy.*]

Commander GEO. H. COOPER,
Commanding U. S. S. Connecticut, Hampton Roads.

[Enclosure.]

No. 5 BOWLING GREEN,
New York, December 29, 1862.

SIR: I hope you will not consider it improper for me to make the following suggestion:

It strikes me that the rebel steamer *Alabama* is now looking for a homeward-bound California steamer. If the steamer *Vanderbilt*, or some other of sufficient speed, could be placed in the Caribbean Sea to

convoy the steamers on leaving Aspinwall for two and one-half or three days up to the west end of Cuba, then returning to Aspinwall to be ready for the sailing of the next steamer, which is ten days apart, it would give ample security and would give her a better chance to fall in with the *290*, as it seems she is determined to be on the track of the California steamers. In this case I would direct the California steamers all to go and come the west side of Cuba, as it appears to me there is little danger between this place and that point, inasmuch as our own coast is so well guarded by our own blockading squadron.

Very respectfully, yours,

C. VANDERBILT.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Lieutenant Baldwin, U. S. Navy, commanding U. S. S. Vanderbilt, of arrival at Fayal and account of cruise from New York.

U. S. S. VANDERBILT,
Fayal, December 30, 1862.

SIR: I have the honor to report my arrival at this port on the 24th instant, having in obedience to your order of 6th December sailed from New York on the 10th, and on my voyage over keeping well in the track of our outward-bound ships, but without hearing anything of the *Alabama*.

Yesterday, by an arrival from Boston, bringing dates of the 17th, I heard of her having been in Martinique, etc., and have decided to sail at once for Barbados in the hope of hearing of her at that port.

I have just finished taking in 350 tons of coal, and as soon as I can learn the news from the steamer from Lisbon now coming in, shall sail. I propose, if successful in hearing of the *Alabama* at Barbados, to call at some of the French islands, and should I hear of her, to follow her (under your previous instructions) either to the coast of Brazil or wherever she may have gone.

I would also report that Acting Assistant Paymaster Tolfree, of this ship, has this day drawn on you (by my order) for $4,994.50 at ten days' sight, being in payment for 350 tons coal purchased for this ship. This, I believe, is in order.

I regret that I am not empowered to draw on London, as the course of exchange is much more favorable for the Government on that point.

With great satisfaction, I can report this ship in good order every way.

I have the honor to be, very respectfully, your obedient servant,

C. H. BALDWIN,
Acting Lieutenant, U. S. Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

NEW YORK, *December 30, 1862.*
(Received, Washington, 1:25 p. m.)

Would it not be better for the interest of all parties and give security to all the California steamers which are coming every ten days to order

the *Connecticut* to act [as] convoy in the manner suggested in my letter to you by yesterday's mail?

C. VANDERBILT.

Hon. GIDEON WELLES,
Secretary Navy.

Report of Acting Rear-Admiral Wilkes, U. S. Navy, commanding West India Squadron, concerning unsound condition of the boilers of his ship.

FLAG STEAMER WACHUSETT, *December 31, 1862.*

SIR: I have in a previous letter informed the Department of the unsound condition of the boilers of this vessel, and I now transmit a copy of a communication* from William D. Pendleton, engineer in charge, reiterating what he had previously said on the subject, as will be seen by his letter of the 13th instant, which is in the possession of the Department, and asking for a survey on the boilers. This vessel has not been efficient since she left the United States. On more than one occasion when a full head of steam was needed tubes have burst, and under a very reduced pressure, causing much delay and sometimes endangering the safety of the ship.

I shall deem it to be my duty whenever the opportunity offers to order a survey on the boilers, and I fear the result will be that they will be condemned. This state of things makes it necessary for me again to call the attention of the Department to the inefficiency of the squadron under my command. None of the vessels are fully capable of performing the duties assigned to them.

I am, very respectfully, your obedient servant,

CHARLES WILKES,
Acting Rear-Admiral, Commanding West India Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, to Commodore Ringgold, U. S. Navy, commanding U. S. S. Sabine, relative to cruise and enclosing a letter from the U. S. consul, Cape Verde Islands.

U. S. S. MOHICAN,
Porto Praya, December 31, 1862.

SIR: On the receipt of your communication of the 25th instant, I got underway immediately and stood out to sea, shaping my course for the island of Fogo. At daylight on the 26th I communicated with the authorities of the town of Luz, on the island of Fogo, and obtained the following information:

On the 19th of December, off the north end of the island, a large steamer, bark rigged, with English colors flying, was seen to fire on a vessel near by and soon after take her in tow. This information was registered in the books of the custom-house at Luz. They were at the time under the impression that it was an English man-of-war capturing a slaver. This being all the information I could obtain, I sailed for the island of Brava and communicated with our consul, and received him on board of my vessel. Enclosed you will find a copy of

* Omitted.

his letter. I then shaped my course for Porto Grande, on the island of St. Vincent, arriving at that port at 9 o'clock p. m. on the 27th December.

Deeming it of the utmost importance to keep this vessel filled up with coal, I took on board 54 tons, and not being able to get any information of *290* I sailed for the island of Sel [Sal], arriving at that island at 4 o'clock p. m. on the 29th December. I communicated with the authorities of Mordeira Bay and the town St. Maria, and obtained the following information:

On the 25th instant it was reported by the country people on the western side of the island as having seen a steamer with a schooner in tow, no colors flying; and on the 1st December the fishermen heard heavy guns for several hours, but did not see any vessel. A short time after the firing a sailing vessel was seen standing to the eastward.

These reports come from the most ignorant class of the people and due allowance will have to be made for the truth of these statements. There is no vessel in Mordeira Bay. I found at St. Maria three vessels—one English brig, one Portuguese schooner, and one American whaling schooner, none of which had any news of *290*.

I sailed from the Isle of Sel on the morning of the 30th instant, looking into the English Road on Bonavista, and, finding no vessel in the bay, shaped my course for Porto Praya. I regret to inform the commodore that I have heard nothing positive of the *290*, or *Alabama*.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain, U. S. Navy.

Commodore CADWALADER RINGGOLD,
Commanding U. S. Frigate Sabine.

[Enclosure.]

CONSULATE OF THE UNITED STATES,
Cape Verde Islands, Brava, December 26, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of this date, requesting any information that I may have respecting a piratical vessel called the *290*, or *Alabama*. In answer, I have to say that I have no recent authentic information respecting that vessel whatever.

I avail myself of your kind invitation to take passage to Praya in the ship under your command.

I am, sir, very respectfully, your obedient servant,

WM. H. MORSE,
U. S. Consul, Cape Verde Islands.

Captain O. S. GLISSON, U. S. Navy,
Commanding U. S. S. Mohican, off Brava, Cape Verde.

Letter from Commodore Ringgold, U. S. Navy, commanding U. S. S. Sabine, to Captain Glisson, U. S. Navy, commanding U. S. S. Mohican, of thanks and approval of course pursued.

U. S. FRIGATE SABINE,
Porto Praya, Cape Verde, December 31, 1862.

SIR: Your dispatch of this date, enclosing a copy of a letter from our worthy consul, Mr. Morse, has been received. I thank you for the very prompt manner in which you have carried out the suggestions

conveyed to you in my letter of the 25th instant. It was highly proper we should obtain all the information touching the reports in circulation of the occurrences off Fogo, and the movements of supposed suspicious vessels.

You acted wisely in filling up with coal at Porto Grande. I enclose a letter of Paymaster Harris, of this ship, in respect to the bread, etc., you requested me, on your departure, to secure for your ship.

I am, very respectfully, your obedient servant,

CADWALADER RINGGOLD,
Commodore, U. S. Navy, Commanding Sabine.

Captain O. S. GLISSON, U. S. Navy,
Commanding Mohican.

Letter from Commodore Ringgold, U. S. Navy, commanding U. S. S. Sabine, to W. H. Morse, esq., U. S. consul, Cape Verde Islands, requesting information regarding American commerce in that vicinity.

U. S. FRIGATE SABINE,
Porto Praya, Cape Verde, December 31, 1862.

MY DEAR SIR: It was my intention on your arrival this morning from Brava in the *Mohican* to address you a letter, with the desire to obtain all or any information you may possess touching the movements or any depredations of the steamer *290*, or *Alabama*, or any other Confederates in this vicinity; but your letter addressed to Captain O. S. Glisson, 26th instant, a copy of which he has transmitted to me, covers the ground. If, however, you have any intelligence touching our whaling interests or commerce generally, in intercourse with the islands, I will be glad to possess it, in order that I may communicate it on my return to the United States.

If you have any dispatches or letters you may wish conveyed to the United States, it will give me pleasure to take charge of them. * * *

I am, most truly, your friend,

CADWALADER RINGGOLD,
Commodore, U. S. Navy, Commanding Sabine.

W. H. MORSE, Esq.,
U. S. Consul, Porto Praya, Cape Verde.

[Telegram.]

NAVY DEPARTMENT, *December 31, 1862.*

The California steamer *Ariel* leaves New York to-morrow at noon. The Department has promised that the *Connecticut* will meet the *Ariel* off the west end of Marigüana Island and accompany her thence to Aspinwall, after which the *Connecticut* will carry out the written instructions of yesterday. There are no further instructions for the *Connecticut*. Answer if Commander Cooper fully understands these instructions.

GIDEON WELLES,
[*Secretary of the Navy.*]

Acting Rear-Admiral LEE,
Hampton Roads, Va.

Report of Commander Craven, U. S. Navy, commanding U. S. S. Tuscarora, of arrival at Gibraltar and relative to cruise of his ship.

U. S. STEAM SLOOP TUSCARORA,
Gibraltar, December 31, 1862.

SIR: I have the honor to report to you my arrival at this place, being in need of provisions and clothing for my crew.

My letter of October 26 will have informed you of my cruise. I sailed from Lisbon November 4 and returned to the Azores, cruising in that vicinity, and twice visiting Madeira, but with no tidings whatever of the pirate *Alabama*, which I am satisfied has gone to the southward. My stay at this place will not exceed two days. I must then go to Cadiz to enable the engineer to make good some trifling defects, occupying, perhaps, six days, which done, I propose cruising as far south as the Cape Verde Islands. Should I gain any intelligence of the pirate, I intend to follow, lead where he may, believing that in so doing I shall meet the views of the Department.

I have no communications from the Department since July, and am consequently ignorant if you had other plans for me. In my frequent movements lately our mails via London have miscarried. Letters addressed to care of our consul at Gibraltar have reached us with more certainty.

I have the honor to be, sir, your obedient servant,

T. AUGS. CRAVEN,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram.]

NEW YORK, *December 31, 1862.*
(Received Washington, 12:10 p. m.)

As it will cause no delay, will it not be well to order the *Connecticut* to accompany the *Ariel* through the passage, east side of Cuba, this trip out? The *Ariel* will sail from here at noon to-morrow. Hereafter I will order all the California steamers to go and come the west side of Cuba, as spoken of before.

C. VANDERBILT.

Hon. GIDEON WELLES.

[Telegram.]

NAVY DEPARTMENT, *December 31, 1862.*

The *Connecticut* can accompany the *Ariel* by meeting that vessel off the west end of Mariguana Island, or if you will send the *Ariel* to Hampton Roads they can start thence together. Answer by telegraph.

GIDEON WELLES,
[*Secretary of the Navy.*]

C. VANDERBILT,
New York.

[Telegram.]

NEW YORK, *December 31, 1862.*
(Received Washington, 6 p. m.)

I will direct the *Ariel* to fall in with the *Connecticut* off the west end of Mariguana.

C. VANDERBILT.

Hon. GIDEON WELLES.

OPERATIONS OF THE CRUISERS—CONFEDERATE.

FROM APRIL 18, 1861, TO DECEMBER 31, 1862.

CONFEDERATE STATES STEAMER SUMTER.

OPERATIONS OF THE CRUISERS—CONFEDERATE.

FROM APRIL 18, 1861, TO DECEMBER 31, 1862.

Cruise of the C. S. S. Sumter, 1861–1862.

Order of the Secretary of the Navy of the Confederate States to Commander Semmes, C. S. Navy, to assume command of the C. S. S. Sumter.

CONFEDERATE STATES OF AMERICA,
Navy Department, Montgomery, April 18, 1861.

SIR: You are hereby detached from duty as Chief of the Light-House Bureau, and will proceed to New Orleans and take command of the steamer *Sumter*. The following officers have been ordered to report to you for duty on board that vessel, viz: Lieutenants John M. Kell, R. T. Chapman, John M. Stribling, and William E. Evans; Paymaster Henry Myers, Surgeon Francis L. Galt, Midshipmen William A. Hicks, Richard F. Armstrong, Albert G. Hudgins, John F. Holden, and Joseph D. Wilson.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Commander RAPHAEL SEMMES, C. S. Navy.

NOTE.—I returned to Montgomery from New York, whither I had gone on special service, on the 4th of April, and was appointed by the President, upon the nomination of the Secretary of the Treasury, Chief of the Light-House Bureau, a few days thereafter. I entered upon duty in this bureau, but there being every prospect of a war, and an opportunity offering of getting afloat, I accepted the above command, tendered me by the Secretary of the Navy, and left Montgomery for New Orleans on the day of the date of the order. I reached New Orleans on Monday, the 22d, and on the same day inspected (in company with Lieutenant Chapman, who had accompanied me from Mobile) my ship. I found her a staunch, well-built steam propeller of 501 tons burden. She was formerly known as the *Havana*, and plied between New Orleans and Havana as a packet ship. I immediately took her in hand, removed her upper cabins and other top hamper, and set mechanics at work upon her, making the necessary alterations of hull and spars, cabins, etc., and strengthening her main deck, laying a berth deck, constructing additional coal bunkers, magazine and shell room, etc., to adapt her to war purposes.

[R. SEMMES.]

Report of Commander Semmes, C. S. Navy, of arrival at New Orleans for the purpose of assuming command of the C. S. S. Sumter.

NEW ORLEANS, *April 22, 1861.*

SIR: I have the honor to inform the Department of my arrival at this place this morning. I have visited and examined the steamer *Sumter* and am pleased with her. I have no doubt that with the proper alterations I shall be able to make her a very suitable vessel for our purposes. To-morrow morning the mechanics will take her in hand for the purpose of removing her top hamper, and I shall proceed with her alterations and equipment with all possible dispatch.

I shall have to rely upon you for the battery, and I request that the guns ordered from Pensacola may be dispatched to me immediately, including the boat howitzer. If they can not be sent by sea, they should be sent by rail to Montgomery, and shipped thence by boat. There being a large force of working hands and plenty of teams at the gap, the guns could be very speedily transported over this unfinished portion of the road. What of the 8-inch gun from Charleston and of the small arms ordered?

I have the honor to be, very respectfully, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Montgomery, Ala.

List of Officers of the C. S. S. Sumter.

NEW ORLEANS, *May 23, 1861.*

SIR: In compliance with your order of the 17th instant, I have the honor to enclose herewith a list of the officers of the C. S. S. *Sumter.*

I have the honor to be, very respectfully, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Montgomery, Ala.

List of officers of the C. S. S. Sumter.

Commander, Raphael Semmes.
Lieutenants, Jno. [M.] Kell,
Robt. T. Chapman.
Jno. M. Stribling.
Wm. E. Evans.
Paymaster, Henry Myers.
Surgeon, Francis L. Galt.
First Lieutenant Marines, B. K. Howell.
Midshipmen, Wm. A. Hicks.
Albert G. Hudgins.
Jos. D. Wilson.
Richard F. Armstrong.
Engineers, Miles J. Freeman, first assistant.
Engineers, William P. Brooks, second assistant.
Matthew O'Brien, third assistant.
Simeon W. Cummings, third assistant.
Boatswain, Benj. P. McCaskey.
Gunner, Thos. C. Cuddy.
Sailmaker, M. P. Beaufort.
Carpenter, William Robinson.
Captain's Clerk, W. Breedlove Smith.
Purser's Clerk, Sam. W. Hutchinson.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, relative to that vessel.

C. S. S. SUMTER,
New Orleans, La., June 14, 1861.

SIR: I have had the honor to receive your letter* of instructions of the 7th instant, together with the commissions of myself and officers which accompanied it.

I shall drop down the river to-morrow, and, taking a position within observing distance of the enemy, I will endeavor to find an opportunity of running his blockade. At present both of the practicable passes are closely watched by the enemy's steamers, the *Brooklyn* and the *Powhatan*, heavily armed and fast ships.

I put my ship under steam yesterday and ran up the river a short distance to test the working of my gun carriages, all of which I have had made in this city. The experiments were satisfactory. I regret to add, however, that I do not think the speed of the ship will exceed 9½ or at most 10 knots. Her battery, water, provisions, and fuel give her a draft of about 13 feet, which is a little deeper than she has been in the habit of running. Her armament consists of one 8-inch pivot gun and four 32-pounders of 27 cwt. each; her crew of 92, exclusive of officers; all told, 114. I have an excellent set of men on board, though they are nearly all green, and it will require some little practice and drilling at the guns to enable them to handle them creditably.

Should I be fortunate to reach the high seas, you may rely upon my implicit obedience of your instructions to "do the enemy's commerce the greatest injury in the shortest time."

I will, before sailing, transmit you a complete muster roll of the ship, and also the dictionary you speak of, to enable me to conceal my meaning from the enemy should my dispatches fall into his hands.

I have the honor to be, very respectfully, your obedient servant,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the Secretary of the Navy of the Confederate States, relative to a method for correspondence with the Department.

C. S. S. SUMTER,
New Orleans, June 16, 1861.

SIR: I have the honor to enclose herewith a copy of Reid's English Dictionary, a duplicate of which I retain for the purpose mentioned in your letter of instructions of the 7th instant. I have not been able to find in the city of New Orleans Cobb's Miniature Lexicon, or any other suitable dictionary, with but a single column on a page. This need make no difference, however. In my communications to the Department, should I have occasion to refer to a word in the copy sent, I will designate the first column on the page A, and the second column B. Thus, if I wish to use the word "prisoner," my reference to it would be thus: "323, B, 15," the first number referring to the page, the letter to

* Not found.

the column, and the second number to the number of the word from the top of the column.

I have the honor to be, very respectfully, your obedient servant,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Order of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the chief pilot at the mouth of the Mississippi River, to repair on board that vessel.

C. S. S. SUMTER,
Head of the Passes, June 22, 1861.

SIR: This is to command you to repair on board this ship, with three or four of the most experienced pilots of the bar. I am surprised to learn that an unwillingness has been expressed by some of the pilots of your association to come on board the *Sumter*, and my purpose is to test the fact of such disloyalty to the Confederate States. If any man disobeys this summons, I will not only have his branch taken away from him, but I will send an armed force and arrest and bring him on board.

I have the honor to be, very respectfully, your obedient servant,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of the readiness of that vessel to run the blockade at the first opportunity.

C. S. S. SUMTER,
Head of the Passes, June 23, 1861.

SIR: I have the honor to inform the Department that I am anchored off the Head of the Passes, within 12 miles of either bar, in readiness to avail myself of any opportunity that may offer of running the blockade. During the two days that I have been here, the bars have been closely watched by the enemy's ships, the *Brooklyn* and the *Powhatan*, with occasionally a third, and sometimes a fourth vessel of smaller size. The *Brooklyn* and *Powhatan* lie almost constantly at their anchors, within a few hundred yards of the bars which they guard respectively. I have a pilot constantly on board, but the pilots all agree that it is impossible for me to run either bar at night, unless there be a moon, as all the buoys and marks have been removed, and there is no guide whatever, other than the ripple and the breaker. In the meantime, opportunities will doubtless occur to enable me, with the exercise of patience and vigilance, to gain the high seas, as changes will occur in the blockading vessels from time to time, and they will probably be tempted, now and then, upon sight of a sail to "chase off."

I have the honor to be, very respectfully,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, that by his order the lights at Pass à l'Outre and South Pass have been extinguished.

C. S. S. SUMTER,
Head of the Passes, Mississippi River, June 24, 1861.

SIR: I have the honor to report that I found, upon dropping down to my present anchorage, that the lights at Pass à l'Outre and South Pass were still being exhibited, the light at the Southwest Pass being the only one which had been extinguished.

As no vessels of commerce can, by reason of the rigid blockade maintained by the enemy, obtain egress from the port, the exhibition of lights at any of the passes can only be of service to the latter, and to him they would be of great use.

It is highly important, with reference to the egress of the vessels of war and privateers of the Confederate States, that the enemy should have no facilities afforded him of promptly regaining his station in the event of his having "chased off" or sought an "offing" for the safety of his vessels during bad weather. I have therefore caused both the Pass à l'Outre and South Pass lights to be extinguished. At the former light I destroyed the oil remaining on hand, amounting to about 120 gallons, as that light was under the guns of the enemy's ship *Brooklyn*, and I was obliged to operate in a small boat. The oil from the South Pass I have removed. This oil and the lamps removed from both light-houses I have caused to be carefully stored at the light-house at the Head of the Passes. The lamps I have had packed in separate boxes and marked with the names of the respective lights, so that they may be readily identified when you shall again have occasion to use them.

I trust the bureau will see in this assumption of authority on my part a desire only to do what I thought best for the public service under the circumstances, and that it will approve my course.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Commander E. FARRAND,
Chief of Light-House Bureau, Richmond, Va.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Lieutenant Fry, C. S. Navy, light-house inspector, New Orleans, regarding extinguishment of the lights at Pass à l'Outre and South Pass.

C. S. S. SUMTER,
Head of the Passes, June 25, 1861.

SIR: I have deemed it important to extinguish the lights at Pass à l'Outre and South Pass, the light at the Southwest Pass having been discontinued some time since.

The light-house at Pass à l'Outre being under the guns of the *Brooklyn*, I was compelled to operate in a small boat and by surprise, and it became necessary, consequently, to destroy the oil at that place. The oil was removed from the South Pass, a portion of it retained on board this ship, and the remainder of it deposited with the keeper at the Head of the Passes, with whom were deposited also the lamps from both light-houses, together with some of the flashing lenses and clock machinery. These things have been boxed and marked with the names

of their respective lights, so that you may readily identify them when you shall again have occasion to use them.

I have reported the extinguishment of these lights to the Light-House Bureau. I send you receipts enclosed for all these things.

I have the honor to be, very respectfully,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Lieutenant JOS. FRY, C. S. Navy,
Light-House Inspector, Fourth District, New Orleans, La.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of continual watchfulness for an opportunity to pass the blockade.

C. S. S. SUMTER,
Head of the Passes, Mississippi River, June 30, 1861.

SIR: I have the honor to inform the Department that I am still at my anchors at the Head of the Passes, the enemy closely investing both of the practicable outlets. At Pass à l'Outre there are three ships—the *Brooklyn* and another propeller and a large side-wheel steamer; and at the Southwest Pass there is the *Powhatan*, lying within half a mile of the bar and not stirring an inch from her anchors night or day. I am only surprised that the *Brooklyn* does not come up to this anchorage, which she might easily do, as there is water enough and no military precautions whatever have been taken to hold it, and thus effectually seal all the passes of the river by her presence alone, which would enable the enemy to withdraw the remainder of his blockading force for use elsewhere. With the assistance of the *Jackson* and *McRae* (neither of which has yet dropped down) I could probably hold my position here until an opportunity offered of my getting to sea. I shall watch diligently for such an opportunity, and have no doubt that sooner or later it will present itself.

I found upon dropping down to this point that the lights at Pass à l'Outre and South Pass had been strangely overlooked and that they were still burning. I caused them both to be extinguished, so that if bad weather should set in the blockading vessels will have nothing to "hold on to" and will be obliged to make an offing. At present the worst feature of the blockade of Pass à l'Outre is that the *Brooklyn* has the speed of me, so that even though I should run the bar I could not hope to escape her unless I surprised her, which, with her close watch of the bar, at anchor near to, both night and day, it will be exceedingly difficult to do.

I should be quite willing to try speed with the *Powhatan*, if I could hope to run the gauntlet of her guns without being crippled, but unfortunately, with all the buoys and other marks removed, this is a perfectly blind bar, except by daylight. In the meantime, I am drilling my green crew to a proper use of the great guns and small arms. With the exception of a diarrhea, which is prevailing to some extent, brought on by too free a use of the river water in the excessive heats which prevail, the crew continues healthy.

Master's Mate Isard left the ship a few days before I dropped down, on leave for a short time from the first lieutenant, and has not since returned on board, though he sent me his resignation. This paper, of course, I could not accept until he should return and report himself. I have therefore caused him to be marked on the rolls as "absent without leave."

Paymaster's Clerk Hutchinson, having been surveyed by the surgeon and reported unfit for duty, I have taken the liberty of discharging him without waiting for your authority, as the delay which would necessarily ensue from my reporting his case might render it necessary for me to carry a useless person to sea with me.

I enclose the proceedings of the first summary court-martial which I have had occasion to order.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the governor of Cienfuegos, Cuba, announcing the arrival of that vessel at that port, with seven prizes of war.

C. S. S. SUMTER,
Cienfuegos, Island of Cuba, July 6, 1861.

SIR: I have the honor to inform your Excellency of my arrival at the port of Cienfuegos, with seven prizes of war. These vessels are the brigantines *Cuba*, *Machias*, *Ben Dunning*, *Albert Adams*, and *Naiad*, and barks *West Wind* and *Lewis* (*Louisa*) *Kilham*, property of citizens of the United States, which States, as your Excellency is aware, are waging an unjust and aggressive war upon the Confederate States, which I have the honor, with this ship under my command, to represent. I have sought a port of Cuba with these prizes with the expectation that Spain will extend to cruisers of the Confederate States the same friendly reception that in similar circumstances she would extend to the cruisers of the enemy; in other words, that she will permit me to leave the captured vessels within her jurisdiction until they can be adjudicated by a court of admiralty of the Confederate States. As a people, maintaining a government *de facto*, and not only holding the enemy in check, but gaining advantages over him, we are entitled to all the rights of belligerents, and I confidently rely upon the friendly disposition of Spain, who is our near neighbor in the most important of her colonial possessions, to receive us with equal and even-handed justice, if not with the sympathy which our unity of interest and policy with regard to an important social and industrial institution are so well calculated to inspire. A rule which would exclude our prizes from her ports during the war, although it should be applied in terms equally to the enemy, would not, I respectfully suggest, be an equitable or just rule. The basis of such a rule, as indeed of all the conduct of a neutral during war, is equal and impartial justice to all the belligerents, and this should be a substantial and practical justice, and not exist in delusive or deceptive terms merely.

Now, a little reflection will show your Excellency that the rule in question can not be applied in the present war without operating great injustice to the Confederate States. It is well known to your Excellency that the United States, being a manufacturing and commercial people, while the Confederate States have been thus far almost wholly an agricultural and planting people, the former had within their limits and control at the commencement of the war almost the whole naval force of the old Government, and that they have seized and appropriated this force to themselves regardless of the just claims of the Con-

federate States to a portion, and a large portion of it, as taxpayers out of whose contributions it was created. The United States are thus enabled to blockade all the important ports of the Confederate States. In this condition of things, observe the practical working of the rule which I am discussing. It must be admitted that we have equal belligerent rights with the enemy. One of the most important of these rights in a war against a commercial people is that which I have just exercised, of capturing his property upon the high seas. But how are the Confederate States to enjoy to its full extent the benefit of this right, if their cruisers are not permitted to enter neutral ports with their prizes, and retain them there in safe custody until they can be condemned and disposed of? They can not send them to their own ports for the reasons already stated. Except for the purpose of destruction, therefore, their right of capture would be entirely defeated by the adoption of the rule in question, whilst the enemy would suffer no inconvenience from it, as all his ports are open to him. I take it for granted that Spain will not think of acting upon so unjust and unequal a rule. But another question arises, indeed has already arisen, in the cases of some of the very captures which I have brought into port. The cargoes of several of the vessels are claimed, as appears by certificates found among the papers, as Spanish property. This fact can not of course be verified, except by a judicial proceeding in the prize courts of the Confederate States. But whilst this fact is being determined, what is to be done with the property? I have the right to destroy the vessels but not the cargoes, in case the latter should prove to be, as claimed, Spanish property, but how am I to destroy the former and not the latter? I can not, before sentence, unlade the cargoes and deliver them to the claimants, for I do not know that the claims will be sustained, and I can not destroy them, for I do not know that the claims will not be sustained.

Indeed, one of the motives which influenced me in seeking a Spanish port was the fact that these cargoes were claimed by Spanish subjects, whom I was desirous of putting to as little inconvenience as possible in the unlading and reception of their property after sentence, should it be restored to them.

It will be for your Excellency to consider and act upon these grave questions, touching alike the interests of both our governments.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency Don JOSÉ DE LA POZUELA,
Governor of the City of Cienfuegos, Island of Cuba.

Letter from Commandor Semmes, C. S. Navy, commanding C. S. S. Sumter, to Señor Don Mariano Dias, Cienfuegos, Cuba, appointing him prize agent for the Confederate States.

C. S. S. SUMTER,
At Sea, Off Cienfuegos, Cuba, July 6, 1861.

SIR: You are hereby appointed prize agent for and in behalf of the Confederate States of America of the following prizes, to wit: The *Cuba*, *Machias*, *Ben Dunning*, *Albert Adams*, *Naiad*, *West Wind*, and *Lewis* (*Louisa*) *Kilham*, and their cargoes, until the same can be adjudicated by the prize courts of the Confederate States and disposed of by the proper authorities. You will take the necessary steps for the

safe custody of these prizes, and you will not permit anything to be removed from or disturbed on board of them.

You will be pleased also to take the examinations of the master and mate of each of these vessels, before a notary, touching the property of the vessels and cargoes, and making a copy thereof to be retained in your own possession. You will send by some safe conveyance the originals, addressed to "the judge of the Confederate States district court, New Orleans."

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Señor DON MARIANO DIAS,
Cienfuegos, Cuba.

Instructions from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Midshipman Hudgins, C. S. Navy, commanding prize brigantine Cuba.

C. S. S. SUMTER,
Cienfuegos, Cuba, July 7, 1861.

SIR: Upon your arrival at this place you will put the master, mate, and crew of the brigantine *Cuba* under parole not to serve against the Confederate States during the present war, and release them. You will then deliver the brigantine to the governor for safe custody until the orders of the captain-general can be known in regard to her. I regret much that you were not able to arrive in time to rejoin this ship, and you must exercise your judgment as to the mode in which you shall regain your country.

You will, no doubt, be able to raise sufficient funds for transporting yourself and the four men who are with you to some point in the Confederate States upon a bill which you are hereby authorized to draw upon the Secretary of the Navy. Upon your arrival within our territory you will report yourself to the Secretary of the Navy. Your baggage has been sent you by the pilot.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Midshipman A. G. HUDGINS, C. S. Navy.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the governor of Curaçao, asking an explanation of the exclusion of Confederate States vessels from the port of Santa Ana.

C. S. S. SUMTER,
Off St. Anne's, [Santa Ana,] Curaçao, July 17, 1861.

SIR: I was surprised to receive by the pilot this morning a message from your Excellency, to the effect that this ship could not be permitted to enter the harbor unless she was in distress, as your Excellency had received orders from his Government not to admit vessels of war of the Confederate States of America to the hospitality of the ports under your Excellency's command. I most respectfully suggest that there must be some mistake here, and I have sent to you the bearer, Lieutenant Chapman, C. S. Navy, for the purpose of an explanation. Your Excellency must be under some misapprehension as to the character of

this vessel. She is a ship of war, duly commissioned by the Government of the Confederate States, which States have been recognized as belligerents in the present war by all the leading powers of Europe, viz, Great Britain, France, Spain, etc., as your Excellency must be aware. It is true that these powers have prohibited both belligerents from bringing prizes into their several jurisdictions, but no one of them has made a distinction either between the prizes or the cruisers themselves of the two belligerents, the cruisers of both governments being admitted to the hospitalities of the ports of all these great powers on terms of perfect equality. Am I to understand from your Excellency that Holland has adopted a different rule, and that she not only excludes the prizes, but the ships of war themselves, of the Confederate States? And this at the same time that she admits the cruisers of the United States, thus departing from her neutrality in this war, ignoring the Confederate States as belligerents, and aiding and assisting their enemy. If this be the position which Holland has assumed in this contest, I pray your Excellency to be kind enough to say as much to me in writing.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Governor CROL,
St. Anne's, [*Santa Ana,*] *Curaçao.*

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of the cruise of that vessel from New Orleans to Puerto Cabello, Venezuela.

C. S. S. SUMTER,
Puerto Cabello, Venezuela, July 26, 1861.

SIR: Having captured a schooner of light draft, which, with her cargo, I estimate to be worth some $25,000, and being denied the privilege of leaving her at this port until she could be adjudicated, I have resolved to dispatch her for New Orleans with a prize crew, with the hope that she may be able to elude the vigilance of the blockading squadron, and run into some one of the shoal passes to the westward of the mouths of the Mississippi, as Barataria, Berwick Bay, etc. In great haste I avail myself of this opportunity to send you my first dispatch since leaving New Orleans. I can do no more, for want of time, than merely enumerate events. We ran the blockade of Pass à l'Outre by the *Brooklyn* on the 30th of June, the *Brooklyn* giving us chase. On the morning of July 3 I doubled Cape [San] Antonio, the western extremity of Cuba, and on the same day captured off the Isle of Pines the American ship *Golden Rocket*, belonging to parties in Bangor, Me. She was a fine ship of 600 tons and worth between $30,000 and $40,000. I burned her. On the next day, the 4th, I captured the brigantines *Cuba* and *Machias*, both of Maine also. They were laden with sugars. I sent them to Cienfuegos, Cuba. On the 5th of July I captured the brigs *Ben Dunning* and *Albert Adams*, owned in New York and Massachusetts. They were laden also with sugars. I sent them to Cienfuegos. On the next day, the 6th, I captured the barks *West Wind* and *Louisa Kilham* and the brig *Naiad*, all owned in New York, Rhode Island, and Massachusetts, and laden with sugars. I sent them also to Cienfuegos. On the same day I ran into Cienfuegos myself, reported my captures to the authorities, and asked leave to have them remain until they could be adjudicated. The Govern-

ment took them in charge until the home Government should give directions concerning them. I coaled ship and sailed again on the 7th. On the 17th I arrived at the island of Curaçao, without having fallen in with anything. I coaled again here and sailed on the 24th. On the morning of the 25th I captured, off La Guayra, the schooner *Abby Bradford*, which is the vessel by which I send this dispatch.

I do not deem it prudent to speak of my future movements, lest my dispatch should fall into the hands of the enemy.

We are all well and "doing a pretty fair business," having made nine captures in twenty-six days.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the governor of Puerto Cabello, requesting permission to leave the prize Abby Bradford in that port.

C. S. S. SUMTER,
Puerto Cabello, July 26, 1861.

SIR: I have the honor to inform your Excellency of my arrival at this port in this ship, under my command, and with the prize schooner *Abby Bradford*, captured by me about 70 miles to the northward and eastward. The *Abby Bradford* is the property of citizens of the United States, with which States, as your Excellency is aware, the Confederate States, which I have the honor to represent, are at war; and the cargo would appear to belong also to citizens of the United States, who have shipped it on consignment to a house in Puerto Cabello. Should any claim be given, however, for the cargo, or any part of it, the question of ownership can only be decided by the prize courts of the Confederate States. In the meantime, I have the honor to request that your Excellency will permit me to leave this prize vessel, with her cargo, in the port of Puerto Cabello until the question of prize can be adjudicated by the proper tribunal of my country. This will be a convenience to all parties, as well to any citizens of Venezuela who may have an interest in the cargo, as to the captors, who have also valuable interests to protect. In making this request I do not propose that the Venezuelan Government shall depart from a strict neutrality between the belligerents, as the same rule it applies to us it can give the other party the benefit of also. In other words, with the most scrupulous regard for her neutrality she may admit both belligerents to bring their prizes into her waters, and of this neither belligerent can complain, since whatever favor is extended to its enemy is extended also to itself.

I have an additional and cogent reason for making this request, and that is that the rule of exclusion, although it might be applied in terms to both belligerents, would not operate equally and justly upon them both. It is well known to your Excellency that the Northern United States (which are now making an aggressive and unjust war upon the Confederate States, denying to the latter the right of self-government, which is fundamental in all republics, and invading their territories for the purpose of subjugation) are manufacturing and commercial States, whilst the Confederate States have been thus far agricultural and planting States, and that, as a consequence of this difference of pur-

suits, the former States had in their possession at the commencement of this war almost all the naval force of the old Government, which they have not hesitated to seize and appropriate to their own use, although a large proportion of it belonged of right to the Confederate States, which had been taxed to create it. By means of this naval force, dishonestly seized as aforesaid, the enemy has been enabled to blockade all the important ports of the Confederate States. This blockade necessarily shuts out the cruisers of the Confederate States from their own ports, and if foreign powers shut them out also they can make no other use of their prizes than to destroy them. Thus your Excellency sees that under the rule of exclusion the enemy could enjoy his right of capture to its full extent, his own ports being all open to him, whilst the cruisers of the Confederate States could enjoy it *sub modo* only, that is, for the purpose of destruction. A rule which would produce such effects as this is not an equal or a just rule (although it might in terms be extended to both parties), and as equality and justice are of the essence of neutrality, I take it for granted that Venezuela will not adopt it.

On the other hand, the rule admitting both parties alike with their prizes into your ports, until the prize courts of the respective countries can have time to adjudicate the cases as they arrive, would work equal and exact justice to both, and this is no more than the Confederate States demand.

With reference to the present case, as the cargo consists chiefly of provisions, which are perishable, I would ask leave to sell them at public aution for the benefit of whom it may concern, depositing the proceeds with a suitable prize agent, until the decision of the court can be known. With regard to the vessel, I request that she may remain in the custody of the same agent until condemned and sold.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency the GOVERNOR AND MILITARY COMMANDANT OF PUERTO CABELLO.

Order of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Prize Master Ruhl, to take charge of the schooner Abby Bradford and proceed with her to New Orleans.

C. S. S. SUMTER,
Off Puerto Cabello, Venezuela, July 26, 1861.

SIR: You will take charge of the prize schooner *Abby Bradford* and proceed with her to New Orleans, making the land to the westward of the Passes of the Mississippi, and endeavoring to run into Barataria Bay, Berwick Bay, or some of the other small inlets. Upon your arrival you will proceed to the city of New Orleans in person and report yourself to Commodore Rousseau for orders. You will take especial care of the accompanying package of papers, as they are the papers of the captured schooner, and you will deliver them, with the seals unbroken, to the judge of the prize court, Judge Moïse. You will batten down your hatches, and see that no part of the cargo is touched during the voyage, and you will deliver both vessel and cargo to the proper law officers in the condition in which you find them, as near as possible.

Respectfully, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Quartermaster and Prize Master EUGENE RUHL.

Instructions of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Midshipman Hicks, C. S. Navy, regarding the disposition of the prize bark Joseph Maxwell.

C. S. S. SUMTER, *At Sea, July 27, 1861.*

SIR: You will take charge of the prize bark *Joseph Maxwell* and proceed with her to some port on the south side of the island of Cuba, say St. Jago [Santiago], Trinidad, or Cienfuegos. I think it would be safest for you to go into Cienfuegos, as the enemy, from the very fact of our having been there recently, will scarcely be on the lookout for us there a second time. Upon your arrival you will inform the governor or commandant of the port of the fact; state to him that your vessel is the prize of a ship of war, and not of a privateer; and ask leave to have her remain in port in charge of a prize agent, until she can be adjudicated by a prize court of the Confederate States. Should he grant you this request you will, if you go into Cienfuegos, put the vessel in charge of Mr. Dias, our agent for the other prizes, but should you go into either of the other ports you will appoint some reliable person to take charge of the prize, but without power to sell until further orders, taking from him a bond with surety for the proper performance of his duty. Should the governor decline to let the prize remain, you will store the cargo with some responsible person, taking his receipt therefor, and then take the ship outside the port beyond the marine league and burn her. Should you need funds for the unlading and storage of the cargo you are authorized to sell so much of it as may be necessary for this purpose.

You will then endeavor to make the best of your way to the Confederate States with your crew, and report yourself to the Secretary of the Navy. You will keep in close custody the accompanying sealed package of papers, being the papers of the captured vessel, and deliver them in person to the judge of the admiralty court in New Orleans. The paymaster will hand you the sum of $100, and you are authorized to draw on the Secretary of the Navy for such further sum as you may need to defray the expenses of yourself and crew to the Confederate States.

I have the honor to be, very respectfully, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Midshipman W. A. HICKS, C. S. Navy.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Judge Moïse, of the C. S. prize court, New Orleans, transmitting papers captured on board prize schooner Abby Bradford.

C. S. S. SUMTER,
Off Puerto Cabello, Venezuela, July 26, 1861.

SIR: I send you enclosed the papers captured on board the prize schooner *Abby Bradford*. The cargo is, no doubt, the property of the shippers in New York. Indeed, a gentleman here, representing himself as having an interest in the house of the consignees, admitted to me that such was the fact, and made a proposition to me, on the part of that house, to purchase the cargo.

Among other papers, I would call your special attention to an "account stated," between the shipper and the consignee, in which no one item of this cargo is charged against the consignee, which it must have

been if the cargo had been purchased on his account. I have bundles of other prize papers, but dare not trust them by this vessel.

I have the honor to be, very respectfully, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy]

Judge E. WARREN MOÏSE,
New Orleans, La.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Judge Moïse, of the C. S. prize court, New Orleans, transmitting papers captured on board prize bark Joseph Maxwell.

C. S. S. SUMTER,
At Sea, July 27, 1861.

SIR: I send to you the papers of the prize bark *Joseph Maxwell*, captured by me on the 27th of July, about 8 miles from the nearest land, abreast of Puerto Cabello, Venezuela. The ship is owned by a house in Philadelphia, and the cargo appears to be the joint property (see statement of master, enclosed) of that house, and the house of Boulton, in La Guayra and Puerto Cabello; the ship and one half the cargo, at least, is therefore condemnable.

I have the honor to be, very respectfully, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Judge E. WARREN MOÏSE,
New Orleans, La.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Mr. Van Lansberge, requesting the apprehension of two deserters from that vessel.

C. S. S. SUMTER,
Surinam, August 30, 1861.

SIR: I have the honor to inform your Excellency that I am detained here by the desertion of two of my crew, who left the market boat this morning. These men being stewards, and having been on shore at the market every morning, are well known in the city, and I have no doubt could easily be arrested by the police. I rely confidently upon the good faith and energy of the Government in this matter. One of these deserters being my personal servant, has no doubt been tampered with by some unscrupulous person, possibly some resident or shipmaster of the United States, and if search be made of such houses as may be suspected, and of the United States vessels in the harbor, I have no doubt your Excellency will be enabled to apprehend and hand over to me these deserters.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency Mr. VAN LANSBERGE.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the procurer-general of the colony of Surinam, Paramaribo, requesting that the deserters from that vessel be retained in custody.

C. S. S. SUMTER,
Mouth of the River Surinam, August 31, 1861.

SIR: I have the honor to inform you that two of the crew of this ship deserted from her yesterday morning in the city of Paramaribo, but as important interests require that I should proceed to sea, I will not await further the result of the search which the authorities have set on foot for them. May I request that these men, when arrested, may be detained in custody until I can come or send for them? The negro is not only bound to service on board this ship but is also valuable private property, and if he come to the hands of the Government will be reclaimable on this latter ground, as well as the former, by the Government of the Confederate States.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. J. W. GEFKEN,
Procurer-General, Colony of Surinam, Paramaribo.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the governor of the Colony of Surinam, Paramaribo, regarding the deserters from that vessel.

C. S. S. SUMTER,
Mouth of the River Surinam, August 31, 1861.

SIR: Important interests require that I should proceed to sea. I will not, therefore, longer await the result of the search which is being made for the two deserters from this ship. In the meantime, however, I have the honor to request that you will cause these men, when apprehended, to be confined, as I will probably touch at Surinam (or send another vessel) at no distant day to demand them. The negro who deserted, being a slave, is not only bound to service on board this vessel, but he is also valuable private property, so recognized by the laws of Holland and of the Confederate States, and as such subject to the reclamation on other grounds than as a deserter.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency R. F. VAN LANSBERGE,
Governor of the Colony of Surinam, Paramaribo.

Order of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Lieutenant Evans, C. S. Navy, to assume command of the prize brig Joseph Park, and cruise in company with the former vessel.

C. S. S. SUMTER,
At Sea, September 25, 1861.

SIR: You will take charge of the prize brig *Joseph Park*, and cruise in company with this vessel until further orders. During the day you will keep from 7 to 8 miles to the westward and to windward, and keep a bright lookout from your topgallant yard for sails, signaling to us

such as you may descry. Toward evening every day you will draw in toward this vessel, so as to be within 3 or 4 miles of her at dark, and during the night you will keep close company with her, to guard against the possibility of separation. Should you, however, be separated from her by any accident, you will make the best of your way to latitude 8° N. and longitude 45° W., where you will await her a reasonable time. Should you not join her again, you will make the best of your way to some port in the Confederate States.

I have the honor, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Lieutenant EVANS, C. S. Navy.

Detailed report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of the movements of that vessel from June 30 to November 9, 1861.

C. S. S. SUMTER,
[*Fort de France, Martinique, November 9, 1861.*]

SIR: I had the honor to address you briefly, and for the first time since leaving the Confederate States, on the 27th of July last, on the occasion of the sailing of the prize schooner *Abby Bradford*, from Puerto Cabello, for New Orleans. In that communication, written in great haste, as the schooner was on the point of sailing, I had barely time to enumerate the events that had then occurred, without attempting anything like a description of them; nor has any opportunity offered since of my communicating with you until the present moment.

After many vexatious delays in the city of New Orleans, incident to fitting out a ship of war there for the first time, much of the work required being new to the mechanics and many articles being difficult to be procured, we were enabled to drop down the river to Forts St. Philip and Jackson on the evening of the 18th of June. I anchored here to put my ship in something like order, my crew being composed, with two or three exceptions, of men taken entirely from the merchant service, and ignorant therefore of all the military duties required of them on board a ship of war. In the few days that we lay at this anchorage we readjusted the stowage of the ship, set up our rigging, rove running gear, stationed and quartered the men, and exercised them frequently at the great guns and with small arms. Major Duncan, the commanding officer of the forts, was kind enough to loan me a 24-pounder howitzer, with a supply of ammunition, for use on my upper deck against any expedition of boats that the enemy might be disposed to send against us when we should drop down in his vicinity. Major Duncan also kindly kept me advised of the movements of the enemy's ships off the mouths of the river by means of the telegraph, which he had under his control. On the 20th of June Governor Moore, of Louisiana, Hon. John Slidell, and other distinguished gentlemen having visited the forts, they were invited on board and visited this ship.

Just at nightfall of the 21st, I received the following dispatch from Major Duncan's adjutant:

CAPTAIN: I am desired by the commanding officer to state that the *Ivy* reports that the *Powhatan* has left in pursuit of two ships, and that he has received a telegraphic dispatch from Pass à l'Outre, to the effect that a boat from the *Brooklyn* had put into the river and was making for the telegraphic station, where she was expected to arrive in a few minutes.

Upon receipt of this intelligence I ordered steam to be gotten up and in half an hour afterwards I was steaming down to the Head of the Passes, where I anchored at about 10:30 p. m. I immediately dispatched a lieutenant on shore, both to the light-house at the Head of the Passes and to the telegraph station, to endeavor to procure a pilot, hoping to run out during the night and before the *Powhatan* should return to her station. But there was no pilot to be had, and I learned the next day that the *Powhatan* had returned to her station after an absence of only a few hours. On the next morning I could plainly reconnoiter the blockading vessels at both passes with my glass. The *Brooklyn* and *Powhatan*, both of them assisted occasionally by other vessels, kept watch and ward faithfully, the former at Pass à l'Outre and the latter at the Southwest Pass. The *Powhatan*, in particular, was anchored close under the bar, and scarcely ever stirred from her position.

To my astonishment I learned here that the lights at Pass à l'Outre and South Pass had both been kept burning; of course this could only be for the convenience of the enemy. I therefore ordered them to be extinguished. At the former station I was obliged to destroy the oil, as the light was under the guns of the *Brooklyn*, and I was compelled to operate in a small boat. I found the pilots, too, in a quasi state of rebellion, owing to their fears. I was obliged to send an officer and arrest several of them, and bring them on board; or rather they came on board peaceably with the officer without the necessity of an arrest, upon learning his object. I required them to keep one of their number always on board of me, which they did, relieving each other every few days. I remained at my anchors at the Head of the Passes, occasionally shifting my berth, for the space of nine days, patiently watching the enemy and seeking an opportunity of running the blockade. But this time was by no means lost, as I needed all of it for drilling and disciplining my very green crew. The men were exercised at the guns every day, and as the nights grew dark for the want of the moon I caused guard or scout boats to be sent out, one in each of the passes, to prevent being surprised by the boats of the enemy. Although we were now in the latter end of June, and had gathered our crew so recently from the streets of New Orleans, the health of the ship continued good.

Finally, on Sunday morning, the 30th of June, it having been reported to me that the *Brooklyn* was absent from her station, I caused steam to be gotten up, got underway, and ran down toward the Pass. As we approached the mouth of the river we discovered the *Brooklyn* with our glasses, standing back under steam and sail to regain her station, and it was for some time a little doubtful whether we could pass the bar before she came up. To add to my perplexity, the pilot protested that he knew only the bar of the Southwest Pass, and could not undertake to run me out of Pass à l'Outre. I continued on, however, hoisting a signal for a pilot at the fore. As luck would have it, a pilot happened to be present at the pilots' station a little above the light-house, and as we ran by it the gallant fellow pushed aboard in his boat, and in fifteen minutes afterwards he had us outside the bar. We discharged him in great haste and made all sail and steam, the *Brooklyn* being in pursuit about 4 miles distant. The next few hours were of course very anxious ones for me, as the *Brooklyn* had the reputation of great speed, and our relative powers were to be tested. Owing to the frothing of our boilers the enemy at one time gained on us, but this having subsided, we soon began to drop him gradually under the joint

influence of sail and steam, and by 3:30 Commander Poor gave up the chase. As he bore up, I sent my men into the rigging and we gave three hearty cheers for the flag of the Confederate States, thus for the first time thrown to the breeze on the high seas by a ship of war. The evening was beautiful and calm and we made rapid way over the water, experiencing a sensation of great relief after our long confinement in the river.

On the morning of the 3d, before daylight, we made the light on Cape [San] Antonio, west end of Cuba. Late in the afternoon of this day, near the Isle of Pines, we fell in with and captured our first prize, the ship *Golden Rocket*, of Bangor, Me., of 690 tons burden. The register of this ship showed the entire property to be in citizens of the United States, and, as she had no cargo on board, I burned her a few hours after her capture, having first removed on board this ship a few provisions, sails, etc. You may imagine that, as the flames which consumed this first holocaust laid upon the altar of our country upon the high seas leaped into the air and shed their lurid glare upon the waters around, we were much affected by so gratifying and at the same time so melancholy a spectacle. The next day, which was the 4th of July (and which I did not celebrate as we were wont to do in former years on board ships of war of the old service, not because the day itself was less dear to us on account of its historical associations, but because it reminded us of the want of faith of a people with whom we had stood side by side in the great struggle of 1776, and with whom we were now at war to vindicate the identical principle of self-government involved in that contest), we captured the brigantines *Cuba* and *Machias*, both of the State of Maine and the property of citizens of the United States. As both these vessels had cargoes on board that were documented as neutral property, I could not destroy them, but sent them into the port of Cienfuegos, whence they had sailed and where the cargoes were said to belong. I gave a tow to one of these vessels, and as I approached the light of Cienfuegos, on the evening of the 5th, we descried two other sail in the S. E., distant some 8 or 9 miles. I cast off my tow and gave chase, and soon came up with the brigs *Ben Dunning* and *Albert Adams*, both of which, being property of citizens of the United States, I captured. These vessels, like the two former, had recently come out of Cienfuegos, and their cargoes being in the same category, I made the same disposition of them.

I lay off and on the light during the night, intending to enter the port with my prizes as soon after daylight the next morning as I could procure a pilot. A little after sunrise the next morning, and whilst I was still waiting off the port with a signal for a pilot flying, the barks *West Wind* and *Louisa Kilham* and the brigantine *Naiad* came out of the port, in full view of me, and stood out to sea. I made no movement toward these vessels until the one which remained the nearest to the land was distant from it some 5 miles. I then put my ship under steam (the pilot having boarded me in the meantime) and captured them all. My other prizes (except the Cuba) having come up to me about 1 o'clock p. m., I sent all these vessels into the port and followed them myself. As I passed the fort, situated a short distance within the harbor, a couple of muskets were fired therefrom, and I was hailed and directed to anchor, which I did. I sent a lieutenant on shore to demand an explanation of the commandant, and was informed that he, the commandant, never having seen our flag before, did not know what flag it was, and that he had orders to stop all vessels of war or otherwise until their flags could be distinguished. The commandant called on

board himself in the evening to say that he had the governor's orders to permit me to proceed to the town, if I desired to do so.

The accompanying letter, marked A, addressed by me to the governor, informing him of my arrival; his reply thereto, marked B; his receipt to me for my prizes, marked C; and my appointment of a prize agent, marked D, will give you detailed information of the disposition which was made of the prizes. I was treated with hospitality during the short time I remained in the fort, and was permitted to refresh my crew, and coal and water ship. From what I saw and learned here from several distinguished Cubans, I have no doubt that this island sympathizes with us warmly in our struggle. The prize brigantine *Cuba* not having arrived when I was ready for sea, I left for the prize master, Midshipman Hudgins (who had a prize crew of four men with him), a letter of instructions of which the annexed paper, marked E, is a copy, and on the evening of the 7th I again got underway and passed out of the port. It was my intention to make my way to the eastward as far as the coast of Brazil, and cruise in those waters for a few weeks, and in pursuance of this intention I shaped my course for the island of Barbados, intending to coal at that place as a convenient place of departure for my new cruising ground; but after passing the island of Jamaica, I found the trade winds so fresh—they blowing half a gale and directly ahead—that it would be impossible for me to reach Barbados before exhausting my fuel. And it was now that I painfully experienced the only defect of my ship, viz, her inability to carry a sufficient supply of fuel to enable her to make a run of any distance, between eight and nine days being the most that she could be kept under steam. It is true I had fitted her for cruising, independently of her steam power, but the difficulty was to pass from one cruising ground to another, and have sufficient fuel left for chasing, or the emergency of being chased. I have since remedied this difficulty in part, though not to the extent I could desire. While at Surinam (of which I will speak again presently) I landed my two after water tanks and converted the space thus made vacant into an additional coal bunker. This gave me capacity for a short two days' supply more, so that now, when I am quite full, I have about eleven days of fuel on board.

Finding, as I have said, that I could not make Barbados, I bore up on the fifth day out for Curaçao, uncoupling the propeller and putting the ship under sail for a part of the way to economize fuel. I arrived off St. Anne's [Santa Ana], Curaçao, on the 16th of July, after nightfall, and having fired a gun was soon afterwards boarded by the pilot, who is at the same time harbor master. Having been informed of the character of the vessel, and of my desire to enter the port, the pilot promised to return at daylight next morning and take me in. I accordingly stood in, as by appointment, at daylight, and was astonished to receive from the pilot, who soon afterwards came on board, a message from the governor to the effect that he, the governor, was very sorry, but that he could not permit me to enter the port, he having instructions to this effect from the home Government. Feeling sure either that some misrepresentation had been made to the governor of our character, or that he had blundered, I dispatched a lieutenant to him with a communication, of which the paper F, annexed, is a copy, and in the meantime lay off and on until I could receive his answer. This was delayed some two or three hours to enable his Excellency to convoke and take the opinion of his council; but at length the lieutenant returned with the verbal permission of the governor for me to enter, and bringing with him the pilot. During the run from Cuba to Curaçao

we saw but two sails. The first one we chased, and coming up with her she proved to be a Spaniard. The second we did not chase, as she was seen at a long distance, and it was blowing half a gale of wind, with a very heavy sea on. We remained in Curaçao seven days, refitting and coaling and watering ship. Having sprung our fore-topmast, I found it necessary to supply myself with a new one. I gave my men the recreation here of a run on shore, and they all behaved well, and returned on board in due season, except one Northern-born lad named John Orr, who, with Northern faith, deserted. The discovery was not made until we were on the point of going to sea, and I did not detain the ship on his account.

I steamed out of the harbor on the evening of the 24th of July, and the next morning, about 30 miles to the northeast of La Guayra, on the coast of Venezuela, I chased and captured the schooner *Abby Bradford*, from New York to La Guayra, with a cargo documented as belonging to citizens of Puerto Cabello. I took her in tow and ran down to Puerto Cabello with her, where I arrived the next morning. Having anchored in the port, I dispatched a lieutenant to call on the governor with a communication, of which G, annexed, is a copy. H, annexed, is the governor's reply. These letters will explain that I desired to give the Venezuelan Government the same option I had given that of Spain, that is, to receive (on bond) or reject the cargoes of their own citizens, when found in ships of the enemy and sent in to them. I left Puerto Cabello with my prize as requested, in twenty-four hours after having anchored, and as I was going out of the port we descried a sail running down the coast, some 8 or 9 miles to seaward. I gave chase, and in something less than an hour I came up with and captured the bark *Joseph Maxwell*, of Philadelphia, registered as property of citizens of the United States, with a small remnant of a cargo on board (the bulk of which she had landed at La Guayra), belonging as it appeared to a joint house of trade in Philadelphia and La Guayra. As one-half of this remnant of a cargo belonged to the partner in La Guayra (who had a correspondent in Puerto Cabello) I ran again into the port, leaving the prize outside, and dispatched the paymaster on shore with the master of the *Maxwell* to the house interested, with an offer to sell to it the ship and our half of the cargo, or if this did not suit to permit it to unlade the portion of the cargo which belonged to it, for which purpose I would either permit the ship to come in, or it (the house) might send out a lighter as it preferred. Neither of these proposals was accepted; on the contrary, the governor or military commandant (having around him all the parties interested) made the extraordinary assertion that the prize had been captured within a marine league of the land, and that as the capture was invalid for this reason, he desired that I would not take the prize out of his waters. Of course I paid no attention to this unfounded claim, and upon the return of the officer and the master of the captured vessel, I steamed out of the port, and in a few hours afterwards dispatched both prizes, in charge of prize crews, the *Abby Bradford* to New Orleans, and the *Joseph Maxwell* to Cienfuegos. The letters of instruction to the respective prize masters, herewith, marked I and K, will give you all the necessary information on this subject. The *Abby Bradford* being of light draft, I hoped that she might run into some one of the shallow entrances to the westward of the Mississippi not watched by the blockading squadron, and the *Joseph Maxwell* I sent to Cuba, as Spain had, as I thought from the account which I had seen of her proclamation, made a distinction between prizes made by men-of-war and those made by privateers,

permitting the former to enter and excluding the latter from her ports.

With reference to my proposition to sell the *Maxwell* before she had been regularly condemned by a prize court, perhaps it is as well that I should remark that this irregularity seemed forced upon me by the course determined upon by the principal European powers, whose example the smaller powers on both sides of the water were likely to follow. As our own ports were blockaded, if I could not send my prizes into neutral ports I could not send them anywhere. But they were nevertheless my prizes by right of lawful capture and firm possession. I might destroy them if I could not send them into port, and it would seem, therefore, *a fortiori*, that I might sell them. The only question which could arise upon such sale would be between the purchaser and captors as to the sufficiency of the latter's title. No question could arise as to any neutral who was not the purchaser, and certainly none as between the captor and the enemy, for the possession of the captor was a sufficient title as against him. The captor's bill of sale to the purchaser would be good against all the world except only the enemy, in case the prize should come within his jurisdiction during the war and before condemnation, in which case he might restore to the original owner. But if a condemnation took place, or a peace ensued, either event would quiet the purchaser's title, so that, as I said before, such a sale could raise no question between any other parties than the captor and the purchaser, and if they could agree upon terms it was nobody else's business. When I speak of the captor I mean, of course, the Government of the Confederate States.

Having dispatched the prizes as related, I turned my head eastward and ran the coast up to Trinidad, which island I entered on the 30th of July. Here I landed the prisoners taken from the *Joseph Maxwell*. Before setting them on shore I sent for the two mates into my cabin, and told them I had brought them to this place to land them, because it was a mail station at which I could receive late news from the United States, and that it had been my intention, had the Government of the United States dared to carry out its barbarous threat of treating the prisoners of the privateer *Savannah*, who had fallen into its hands, as pirates, to retaliate on them and their crew by hanging man for man, but that I was glad to inform them that this unpleasant duty had not, as appeared by late intelligence, been imposed upon me. The question of my being permitted to coal here was submitted to the law officers of the Crown by the governor, who entertained some doubts on the subject, and decided in my favor, and I filled up with coal and watered ship, and replaced my main yard, which had been carried away, by a new one, and on the 5th of August I steamed out of the harbor. An English seaman, named John Smith, whom we had shipped at Curaçao, ran away from us here.

In pursuance of the intention already expressed, of making my way to the coast of Brazil, I hoped to be able to run as far as Maranham, or at least Para, before coaling again, but I discovered after being out five or six days that this would be impossible, and on the 11th of August, being in latitude 2° 38′ N. and longitude 47° 48′ W., having only thirty hours of fuel left, I let the steam go down, put the ship under sail, and bore up for Cayenne, in French Guiana, distant some 300 miles under our lee. I anchored in this port on the 15th, and on the 16th, finding that I could not procure coal, there being none in the market, I got under way again and ran further down the coast to Surinam, in Dutch Guiana, off the bar of which port I anchored on the after-

noon of the 18th to await a pilot. Just at nightfall a steamer was descried in the west approaching the bar, but she was too far off to bemade out distinctly. Not knowing but she might be an enemy, we cleared ship for action and awaited her approach with the men at quarters. At a little after 10 p. m. she came up and anchored some 5 miles from us.

At early daylight next morning I caused steam to be got up, the stranger doing the same; got my anchor, and we mutually stood toward each other. I showed French colors, and in a few minutes afterwards the stranger showed the same colors. Soon becoming satisfied that the stranger was a French steamer of war, I hauled down the French colors and hoisted our own, and ran down and spoke him. He proved to be H. M. S. *Vulture*, from Martinique to Cayenne, with French convicts on board, and being, like myself, bound into Surinam for coal, we went in together. I was detained twelve days in Surinam, in coaling and watering ship, and on the last day of my stay the cabin and wardroom stewards deserted—the former being my body servant and a slave, the only slave on board, and the latter being a Malay. The letters herewith, marked L and M, will show what steps were taken for the recovery of these persons. I have not the least doubt that they were seduced away by the U. S. consul, a man of no character, married to a mulatto woman who owned a few slaves, and some Yankee skippers that were in port.

I sailed from Surinam on the 31st of August and arrived at Maranham on the 6th of September, having seen but four sail since leaving Trinidad a month before, one near Trinidad, which I did not chase, as she was a long way off and in an opposite direction from our course, and which we could not have overhauled before night if we had chased; a Dutchman near Surinam; a brig off the Amazon, running before half a gale; and a Brazilian mail steamer near Maranham. Maranham is a port of somewhat difficult access, but as there was no pilot to be seen as I entered the bay, at the head of which it stands, I was compelled either to anchor and send a boat a long way in search of a pilot, and be delayed perhaps a day, or make the best of my way without one. I determined upon the latter course, believing that my chart would enable me to avoid all danger. After having run past the most difficult parts of the navigation, viz, the shoals off Itacolomi and the Do Meio Bank, I was suddenly brought up on a sand bank in 2 fathoms water, in a place represented as perfectly clear by the chart (one of the Blunt's compilation), and the ship hung for about half a minute. A rapid tide running out, however, soon swung her bow off the bank, the edge of which was up and down, and she slid off into deep water without receiving other damage than the loss of her false keel, a piece of scantling of about 6 inches in depth, which had been bolted on to the keel over her copper to guard her propeller and rudder against the effects of similar accidents. I had a leadsman in the chains, who had got a cast of his lead immediately preceding her striking, and found no botton with 8 or 9 fathoms of line. Warned by this accident of the faithlessness of my chart I came to, and seeing some fishermen on the neighboring beach, I dispatched a boat and brought one of them on board, who undertook to pilot me up to the town, where we arrived and anchored at about 5 o'clock in the afternoon. I had now accomplished my purpose of reaching the coast of Brazil, but entirely without success in the way of captures, as you have seen. Indeed, with the exception of a small trade in provisions, the war seemed to have put an end to all the enemy's commerce on that part of the coast of South America which we had traversed.

At Surinam there were only four small vessels of the enemy, at Cayenne one, and at Maranham none. In turning my head eastward after leaving Cuba, it was my orignal intention to proceed off Cape St. Roque, the great fork road, as it were, of the commerce of the East and the West, but upon my arrival at Maranham I abandoned this idea for the time, the season being unpropitious for operations off this cape. The S. E. trade wind blows almost a constant gale in this parallel until the end of December or the first of January, when it relaxes its force and the rainy season sets in. Accompanying these fierce winds there is a current setting to the westward of from 2½ to 4 knots per hour. In such a wind and leeward current I could operate to very little purpose. Every chase would necessarily be a long one, unless by accident, and many of the fast sail ships would outrun me under a press of canvas before these gales. Chasing to leeward, too, would soon put an end to my cruise, as after every such chase I should be obliged to regain my station by the aid of steam, driving my ship against both wind and current. I therefore reluctantly abandoned this idea for the present, as before stated. Another consideration with me, too, was that my funds were running short, for I had only brought $10,000 to sea with me. In the ten captures that I had made no more than the sum of $200 was found on board of them all. The masters, instead of being intrusted with money with which to defray their expenses, were uniformly authorized to draw on their consignees against their charter parties.

Coal is very high on the coast of Brazil. I paid $17.50 per ton for it in Maranham. It behooved me, therefore, to arrange my cruising so that I should not coal too often. I determined, on consideration of all these facts, to fill up with coal and run back to the equatorial calm belt, the southern edge of which at this season of the year was about in latitude 5° N., and placing myself in the track of returning ships from the Pacific, Rio, etc., cruise for awhile. Chasing would cost me but small expenditure of fuel here, because of the light winds and calms, and I might keep the sea six or eight weeks if need be, without the necessity of returning to port to renew my supplies. We were treated at Maranham with civility by the authorities, as indeed we had been everywhere else, and all the better-informed Brazilians whom I conversed with expressed a warm sympathy in our cause. They assented readily to the idea that our quarrel was in a great measure their own, that we were fighting the advance battle of compulsory labor, and that if we were beaten in it, they in turn would be called upon by the antislavery propagandists of the world to defend their property with arms. I found the same sentiment in Surinam, Holland not yet having abolished slavery in her colonies, though there is a strong abolition party endeavoring to effect it. Whilst I am on this subject, I may as well mention that I found the coolie trade in full activity in the English and French colonies, these two governments seeming intent upon retrieving their error of liberating the black man by enslaving the white man.

I was detained nine days in Maranham by the operations of coaling and watering ship. I made a small addition to my provisions here, also, and supplied myself with a new anchor in place of one I had lost on the coast. On the 14th of September, the day before sailing, I drew on you, in favor of Mr. J. Wetson, for the sum of $2,000, this gentleman having advanced me this sum. Mr. Wetson is a citizen of Texas, temporarily domiciled in Brazil in pursuit of his profession as an engineer, and has retained all his warm affection for his country, its institutions, and its liberties, and not only volunteered his purse in aid of our cause,

but would have come on board in person if it had been possible for him to arrange his affairs in time. I can not take leave of Maranham without speaking of an agreeable interview I had with the president of the province. This interview took place in consequence of an effort which had been made by the U. S. consul to prevent my being treated with hospitality in the port, or receiving supplies. This consul, who, with the usual thrift of his countrymen, was dignifiedly uniting the two occupations of dentist and consul, averred that I had not been permitted to enter other neutral ports, and protested against my being permitted to remain in this. As Brazil had already acknowledged us a belligerent, and declared her intention to preserve a strict neutrality between the two parties to the war, this protest only served to display the ignorance of the young man who had written it. I found it had made no impression on the government of the provinces, and I had the satisfaction of refuting its falsehoods by showing the president that I had not only been courteously received into the colonies of Spain, Holland, Great Britain, and France, but that I had coaled wherever I had desired, and coal was to be had in the market.

The president assured me that he had no objection to my purchasing such supplies as I needed, coal included, and assented, in a kindly and sympathizing manner, to all my propositions relative to the injustice of the war waged upon us, and the many motives Brazil had to take an interest in its issue.

The course pursued by the U. S. consul here was but a counterpart of that pursued by all the other consuls of the enemy at the several ports we had visited. With indecent haste, and with falsehood on their lips, they had endeavored in every instance to prevent our receiving supplies, resorting to the merchants and the markets when their influence with the Government failed. The consul at Surinam made himself particularly obnoxious, and had recourse to all the small expedients which small men are wont to resort to in extremity. I only smiled, however, at these efforts as they were made known to me, as I found no difficulty in foiling them, with our recognition by all the great powers as a belligerent in one hand, and all-potent gold in the other. Having completed all my arrangements, I steamed out of the port of Maranham on the 15th of September, and made the best of my way to my cruising ground. At meridian on the 17th, being in latitude 2° 20′ N., and longitude 41° 27′ W., I directed the fires to be banked, and put the ship under sail and cruised for the next twenty six days between the parallels of 2° 30′ N. and 9° 30′ N. and the meridians of 41° 30′ W. and 47° 30′ W. By inspecting a chart of this portion of the Atlantic, it will be perceived that the N.W. diagonal of the quadrilateral figure marked out by these parallels and meridians is the direct course between Cape St. Roque and New York, and it was near this diagonal that I kept my ship, sometimes to the eastward and sometimes to the westward of it.

On the 25th of September, at daylight, we descried and chased a sail to the northward and eastward, with which we came up about 10:30 a m. She proved to be the brigantine *Joseph Park*, of Boston, from Pernambuco to Turks Island. The property of this vessel being wholly in the citizens of Massachusetts, I captured her. She had no cargo on board, and but a small sum of money (about $800)—part of her outward-earned freight—the remainder being in a bill on Turks Island. I put a prize crew on board this vessel and kept her in company with me for three days, as a lookout or scout ship. At the end of this time I set fire to and burned her. The number of prisoners

removed from her was ten. Some water and provisions and a few spars and sails, etc., were obtained from her. Nothing was seen between this day and the 5th day of October, when "Sail, ho!" was again cried from aloft. The sail was far to windward of us, standing to the N. W., and it was blowing a very fresh N. E. trade. We gave chase, and, although the stranger was evidently very fast and had crowded on all the sail that would draw with the wind a little abaft his beam, we came up with him in three hours and a quarter. I showed him the United States colors, and was much disappointed, after the expenditure of so much steam and speed, to see him run up in return the English flag. I boarded him, nevertheless, found him what his colors represented him to be (the brig *Spartan*, of Halifax, from Rio de Janeiro to St. Thomas), and permitted him, without unnecessary detention, to proceed on his course. In reply to his question as to what we were doing in this latitude, my boarding officer stated that we were cruising in pursuit of the *Sumter* and *Jeff. Davis*, and he no doubt so reported us at St. Thomas. No other sail having been seen between this date and the 13th, I came to the conclusion that the "beaten track" between Rio and New York had been abandoned, and I filled away and made sail to the northward and westward. I was aided in drawing this conclusion by a letter found on board the *Joseph Park*, from a ship master to his owners, in the following terms. He writes from Pernambuco:

> The *Asterion* arrived off this port last evening, seventy-five days from Baker Island, and came to anchor in the outer roads this morning. I found yours of August 9 and noted the contents, which I must say have made me rather blue. I think you had better insure, even at the extra premium, as the *Asterion* is not a clipper and will be a *bon* prize for the Southerners. I shall sail this evening (September 16, three days before the *Joseph Park*) and take a new route for Hampton Roads.

Like scared waterfowl, the returning ships from the Pacific and the coast of Brazil have no doubt each for itself winged a separate and eccentric flight homeward.

On the 27th of October we fell in with and captured the schooner *D. Trowbridge*, of New Haven, Conn., bound to Demerara with a cargo of provisions. I supplied myself from her with provisions for five months, took such sails and other articles as I needed from her, and burned her. As we approached the Windward West India Islands (in pursuance of an intention to run into Martinique and replenish my water and fuel) we entered a new track of commerce in which vessels became more abundant. Between the date of our capture of the *Trowbridge* and our arrival at Martinique on the 9th of November, a period of thirteen days, we overhauled and boarded fifteen sail, not one of which, however, proved to be an American. Indeed, from this striking fact and other circumstances which have come to my knowledge, I have no doubt that almost the entire trade of the United States with the West Indies has been broken up. On the 9th of November, being nearly entirely out of water, and having but little fuel remaining, I ran into Fort de France, Martinique, and anchored, after an active cruise of fifty-five days at sea, having spoken in this time seventeen sail, only two of which proved to be American, and which two I burned, as already related. Three of the sixteen prisoners received from the burned vessels preferring to remain with me, I shipped them into the service; the remainder I put on parole and delivered to the U. S. consul.

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the acting U. S. consul at Cadiz, Spain, regarding transfer of prisoners.

C. S. S. SUMTER, *Cadiz, January 4, 1861*[*2*].

SIR: I have the honor to inform you that I have on board this ship forty-three prisoners of war, late the crews of a ship, a bark, and a schooner, property of citizens of the United States, burned by me on the high seas. These men having elected to be discharged on parole, I am ready to deliver them to you.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

JOHN S. SMITH,
Acting Consul of the United States, Cadiz.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the civil governor, Cadiz, Spain.

C. S. S. SUMTER, *Cadiz, January 7, 1862.*

SIR: I have had the honor to receive your communication of this day's date, requesting me to land my prisoners and put the necessary repairs upon my ship with all necessary dispatch.

I have the honor, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Señor Y. MENDEZ DE VIGO,
Civil Governor, Cadiz.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the U. S. consul at Cadiz, Spain, declining communication till properly addressed.

C. S. S. SUMTER,
Cadiz, January 7, 1862.

SIR: Your note of this morning having been sent off to me by a common boatman, I could not learn the name of the writer without breaking the envelope. Having done so, and ascertained it to be from yourself, I decline to receive it as being improperly addressed. My address is as follows: "Commander R. Semmes, C. S. Navy, commanding C. S. S. *Sumter*."

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

E. S. EGGLESTON,
U. S. Consul.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the captain of the port, Cadiz, Spain, relative to docking ship.

C. S. S. SUMTER,
Cadiz, January 7, 1862.

SIR: I desire to place my ship in dock for repairs with all convenient dispatch. Will you facilitate for me this operation?

I have the honor, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

The CAPTAIN OF THE PORT, *Cadiz.*

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. W. L. Yancey, C. S. commissioner, London, requesting supplies of money and clothing.

C. S. S. SUMTER,
Cadiz, January 7, 1862.

SIR: I have the honor to inform you of my arrival at this port with this ship under my command, forty-two days from the island of Martinique, in the West Indies. On my way across the Atlantic I captured four of the enemy's ship, three of which I burned. My prisoners, forty three in number, I shall liberate on parole. My ship having been one hundred and thirty six days at sea, and having encountered several severe gales of wind on her passage to this place, is leaking badly, and is otherwise so much out of condition as to render it necessary to dock her for repairs. For this purpose I shall require funds. Can you supply me? I shall need at least $20,000. My crew need clothing also, and the best plan of supplying this necessary material of suitable quality and at reasonable rates would be to procure it in London and ship it to me by steamer. Two hundred complete suits, pea jackets excepted, such as are worn by the British seamen, would give me an ample supply.

Upon my arrival here I was summarily ordered to depart within twenty-four hours, but I respectfully declined to do so, and upon the question being referred to Madrid the local authorities were overruled and permission was given me both to land my prisoners and put my ship in dock for repairs. I was in hopes, when I first took the sea, that I should be able to live entirely upon the enemy, but I have found the Yankee skippers and their owners so poor and so parsimonious in the way of money that, although I have captured 16 of them, I have gotten from the whole of them no more than about $1,000. Provisions of the best quality I have captured in abundance.

I am entirely without intelligence from our Government. Will you be pleased to communicate to me any orders you may have for me or any intelligence which you may think important, and to inform me how I may communicate with the Secretary of the Navy?

I have the honor, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Hon. WM. L. YANCEY,
Commissioner of the Confederate States, London, England.

[Telegram.]

Copy of a dispatch received from London, January 7:

SEMMES, *Cadiz:*

Very important your ship to be at Falmouth soon as possible. Answer.

NORTH,
No. 37 Russell Square.

Answer:

CADIZ, *January 7.*

NORTH, *37 Russell Street, London:*

Sumter can not leave Cadiz without being docked. Telegraphed Mr. Yancey to-day. Want funds. Will use all dispatch.

R. SEMMES.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the captain-general of the Department San Fernando, regarding docking ship.

JANUARY 8, 1862.

SIR: I have obtained permission from the Government to put my ship into dock for repairs, and have been referred by his Excellency Señor Don Y. Mendez de Vigo to yourself as the proper person to make application to for this purpose. Will you be pleased to facilitate this object, so that I may be admitted into dock as soon as possible? My ship is ready at any moment to come up to the dock.

I have the honor, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency the CAPTAIN-GENERAL OF THE DEPARTMENT SAN FERNANDO.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the civil governor, Cadiz, Spain, calling attention to an insult to officers of the C. S. S. Sumter.

C. S. S. SUMTER,
Cadiz, January 8, 1862.

SIR: It becomes my duty to inform you that a couple of my officers, whilst coming on board this ship to-day at 11 a. m., in a boat from the shore, were rudely and uncivilly commanded to come alongside the guard boat, although they had on their uniforms at the time, and even after they had gone alongside and there could no longer be any doubt of their character, if any had previously existed, the boat in which they were embarked was insultingly searched. I am sure I need not comment upon such conduct as this, as your Excellency, as a gentleman and an officer, must see at a glance that such conduct is without justification or apology.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Senor Y. MENDEZ DE VIGO,
Civil Governor of the Port of Cadiz, Spain.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, for publication in the London Times.

C. S. S. SUMTER,
January 9, [1862].

TO THE EDITOR OF THE [LONDON] TIMES:

SIR: Permit me, through the medium of your columns, to say a word to the civilized world in defense of my ship against the scurrilous and cowardly attack made upon her by Mr. Gideon Welles, who is just now the Secretary of the Northern fragment of what was formerly known as the United States of America. That gentleman (for by courtesy I must call him such, from the high official position which he occupies) used the following language in his recent annual report to the President and Congress of what remains of the old Confederacy:

It was natural that apprehension should prevail in regard to armed cruisers commissioned expressly by the rebel leaders to depredate upon our commerce. This robbery of merchants and others engaged in peaceful and lawful pursuits by pirati-

cal cruisers is not inconsistent with the general conduct of those who have violated law and moral obligations to gratify inordinate ambition. Our extended commerce presented inducements for piratical warfare, yet but few of our misguided countrymen have prostituted themselves to the purpose of plunder, though thereto invited, and those few have been in constant flight to escape the avenging power of our vigilant naval forces.

Such of these cruisers as eluded the blockade and capture were soon wrecked, beached, or sunk, with the exception of one, the steamer *Sumter*, which, by some fatality, was permitted to pass the *Brooklyn*, then blockading one of the passes of the Mississippi, and after a brief and feeble chase by the latter, was allowed to proceed on her piratical voyage. An investigation of this whole occurrence was ordered by the Department. Soon the *Niagara* and the *Powhatan*, from the Gulf Squadron, followed in vigorous pursuit, the latter, though long in commission and with defective boilers and machinery, under her energetic commander, tracking the piratical craft as far as Maranham.

The *Keystone State, Richmond, Iroquois*, and *San Jacinto* were also in search of her at different points and periods. Although a piratical rover, without license from any recognized or acknowledged government, and avowedly engaged in the robbery and plunder of our citizens, I regret to say this vessel has been received and her wants supplied, against the remonstrance of our consuls, by public authorities in many foreign ports where her character was well known.

The closing paragraph of the above elegant extract from an American state paper seems to show that, although it was penned ostensibly against myself, it was in fact leveled at those European powers which had acknowledged the Confederate States to be lawful belligerents in the war which had been forced upon them. On no other supposition could it charge me with "robbery" on the high seas and with being a "piratical rover." A pirate is *hostis humani generis*, and may be seized and summarily dealt with by any and all the nations of the earth; but the fact is, these officers of the defunct Federal Union are so blinded by their venom against the South that they have no longer the power to distinguish between terms.

Mr. Welles, also in imitation of the dirty and mendacious press of the Yankee States, calls me a privateer. He knows better than this. He knows that a privateer is a vessel that bears a letter of marque, and that I am cruising under no such letter. He knows that I have been regularly commissioned as a ship of war of the Confederate States. If he and his deluded associates insist upon calling the citizens of the Confederate States "rebels," under the idea that those States still form a part of the old Yankee concern, then he might characterize me as a rebel man-of-war. But if I am this, so were all the ships of the American colonies commissioned by the Virginian, George Washington.

Mr. Welles tells the President and Congress that by "some fatality" I ran the blockade of New Orleans, and that he has ordered the whole affair to be investigated. With the blind rage of a baffled madman (*quem Deus vult perdere*, etc.) he will, no doubt, endeavor to crush the harmless and inoffensive commander of the *Brooklyn*, who, poor man, no doubt did his best. He says, also, that he has had six of his largest and fastest steamers in pursuit of me, and that the commander of one of them was so energetic as to perform the wonderful feat of tracking me as far as Maranham, in Brazil.

This, I suppose, is one of those daring acts, the officer being in command of a heavy frigate, which called forth the panegyric of the Yankee Navy which we find in a subsequent part of Mr. Welles' report; for after praising his clerks this officer goes on to remark: "To the patriotic officers of the Navy, and the brave men who in various scenes of naval action had served under them, the Department and the Government justly owe an acknowledgment even more earnest and emphatic than that which they owe to his clerks."

Oh! for a James to portray these "scenes of naval action," confined to a predatory warfare on the Potomac River, directed chiefly against women and children; to the capture of a sand-bag battery at Hatteras; to the masterly movement of the great Du Pont, the "greatest naval commander of the age," in Yankee hyperbole, who not only knows how to use gunpowder, but with Yankee thrift to turn an honest penny by selling it to the Government; and to the pursuit of the piratical *Sumter*, away ever so far, even to the shore of Brazil, by the gallant Porter, who probably for this feat, so little material has Mr. Welles for heroes, will be made a "flag-officer."

I feel honored to have been pursued by six frigates, and one of them caught Messrs. Mason and Slidell instead of catching me. Why, that is John Bull's affair, and not mine. But I am fleeing from these ships, says Mr. Welles. Soft, Mr. Welles. He would have me, I suppose, fall into the Yankee trap he has set for me, and rush to the encounter of his six frigates, the least of which is twice the size of my weight of metal. He dares not send a ship of equal force to meet me, and if he did dare to, being safely ensconced himself in his arm chair, I venture to say that the officer would not dare to find me. But I have to inform Mr. Welles that by "some fatality" I have run another blockade.

I have recently steamed out of the port of St. Pierre, in the island of Martinique, in the face of one of the fastest and finest of his Yankee ships, the *Iroquois*, and which is more than twice my force. Poor Captain Palmer! I fear that he, too, will be immolated on the altar of the "universal Yankee nation," because he did not catch the *Sumter*, though, from all we can learn he had fits on the occasion. This honorable captain is indeed a fit representative of the honor of Yankee-doodledom, for he has violated the sovereignty of France and his own solemn pledge at the same time, given to the commanding French and naval officer present, by causing blue lights (brought all the way, no doubt, from New London, Conn.) to be burned on board a Yankee schooner in the harbor to signal to him my departure. But I only allude to this *en passant*, as France is abundantly able to take care of her own honor—

> If the universal Yankee nation
> Can whip all creation.

When Mr. Welles learns, too, that on my way hither I burned three more Yankee ships and liberated a fourth only because she had an English cargo on board, he will probably send six more of his doughty war ships after me, that is to say, if he can spare them from burning corn cribs and frightening women and children along our Southern coast. He will take especial care, too, to put plenty of men and guns on board of them, for otherwise I might not be in "such constant flight to escape the avenging power of our vigilant naval force." A word or two more and I shall have done.

What can wise Mr. Welles mean when he objects to the "robbery of merchants and others engaged in peaceful commerce and lawful pursuits?" Does he not know that all property, with rare exceptions, captured on the high seas is property belonging to "merchants and others engaged in peaceful commerce and lawful pursuits?" Why this senseless diatribe, then, about robbery, and piracy, and private property, and peaceful commerce, and lawful pursuits? If Mr. Welles would give me an opportunity of capturing some of his public property I would be much obliged to him. But he takes very good care not to do this, by sending his heaviest ships after me. And have the Yankee naval officers in those "scenes of naval action," in which they have

distinguished themselves, refrained from the capture of private property?

I saw recently in a Yankee paper an account of a wood sloop, that is, a sloop loaded with firewood, having been most gallantly captured and burned the other day on the Potomac, and a number of other small craft, belonging to the poor people along the coast, have been captured from time to time and sent to Yankeedom for adjudication. Even fishermen have been subjected to the same fate, a class exempted by all civilized nations. But I suppose it is only when the vessel is a fine ship of 1,000 tons, belongs to a Yankee, and is captured by the *Sumter*, that the property becomes private! Astute Mr. Welles! The fact is, that this Northern horde of the Alani which is bearing down upon the sunny fields of the South, in imitation of their ancient prototypes, has (while Mr. Welles is singing his hypocritical song) set all the rules of civilized warfare at defiance, and captures private property on the land as well as the sea.

The gallant Du Pont laid his unscrupulous hands upon all the cotton he could find at Beaufort, a few bales only, as it happened, and first and last many brilliant achievements in the way of stealing negroes and robbing and burning private residences have been accomplished by these Northmen amid the "various scenes of naval action" in which they have flourished. But I grow tired of the subject, and I fear I have already trespassed too much upon your space and patience. I am reminded, too, of an old adage, that "he who meddles with pitch shall be defiled," and so I will take leave of Mr. Gideon Welles and his scurrilous report.

R. SEMMES,
Commander, C. S. Navy.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the captain-general of the marine, Cadiz, Spain, regarding docking ship.

C. S. S. SUMTER,
Cadiz, January 10, 1862.

SIR: I have had the honor to receive your communication of to-day, informing me that I can come up to San Fernando on the evening of the 12th instant, for the purpose of being docked the next day. I will communicate with the captain of the port and come up on the day indicated.

I have the honor to be, very respectfully, your obedient servant,

[R. SEMMES,
Commander, C. S. Navy.]

Excelentísimo Señor CAPTAIN-GENERAL OF THE MARINE
OF THE DEPARTMENT OF CADIZ, SAN FERNANDO.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the civil governor, Cadiz, Spain, requesting permission to put a man ashore.

C. S. S. SUMTER,
Cadiz, January 10, 1862.

SIR: On my passage hither from the island of Martinique one of my marines, whilst on guard over prisoners of war, was found asleep on his post. He was tried by a court-martial for the offense, found guilty, and, instead of being sentenced to death, as he might have been under

our laws, the court leniently sentenced him to be kept in irons until we should arrive in port and then to be discharged from the service. Will you permit me to put this man on shore here?

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Excelentísimo Señor Y. MENDEZ DE VIGO,
Civil Governor, Cadiz.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the civil governor, Cadiz, Spain, acknowledging communication.

C. S. S. SUMTER,
Cadiz, January 11, 1862.

SIR: I have had the honor to receive your note of to-day, informing me that I might land the marine mentioned in my note of the 10th instant. I will put him ashore on the mole to-morrow at 10 o'clock a. m.

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Excelentísimo Señor Y. MENDEZ DE VIGO,
Civil Governor

[Telegram.]

CADIZ, *January 12, 1862.*

Sumter in dock. Funds required. Send $20,000. Answer.

R. SEMMES.

YANCEY or FEARN,
(Care of Dr. C. W. Norcome,)
67 Rue de Seine, Paris.

Detailed report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of the movements of that vessel from November 9, 1861, to January 16, 1862.

C. S. S. SUMTER,
Cadiz, January 16, 1862.

SIR: In my last dispatch sent from this place by the British steamer *Amazon*, for London, which promised to place it in the hands of the Hon. William L. Yancey, for transmission to you, I had the honor to give you a detailed account of the operations of this ship under my command from the date of her equipment in New Orleans to that of my arrival at the island of Martinique on the 9th of November last.

As stated in that dispatch, I at first anchored in the harbor of Fort de France. Finding no coal here in private hands, and the governor being unwilling to supply me from the public docks, I dispatched my paymaster to St. Pierre to ascertain if it could be procured there. In the meantime I had had an interview with the governor on the subject of supplies generally, and he had promised me that I might procure freely whatever I might need. My paymaster returned from St. Pierre in due course of steamer, and reported to me that although coal in abundance could be had at that place, the collector of the customs had

interposed and prohibited the merchants from selling or delivering it to me. Upon this being made known to me I addressed a letter to the governor, a copy of which is annexed, marked A. The governor's reply is also appended, marked B. From these two letters you will perceive that the difficulty was removed. Having remained no longer at Fort de France than was necessary to water ship and give my crew a short run on shore, I got underway on the 13th of November and proceeded to St. Pierre. I commenced coaling ship on the same evening. On the next day at about 3 p. m. the enemy's steam sloop, the *Iroquois*, of twice my size and force, made her appearance off the harbor and, without coming to anchor, cruised to and fro across my bow in blockade for twenty-four hours. My ship was moored head and stern within 100 yards of the shore for convenience of coaling, and the *Iroquois* sometimes approached me within a ship's length, especially during the night. I kept my crew constantly prepared for action, making them sleep at their guns, as from this offensive violation of the neutral waters in which I was lying I supposed that the enemy might possibly have the audacity to assault me. As soon as this conduct of the enemy was made known to the governor at Fort de France by his subordinates, he dispatched the French steamer of war *Acheron*, Captain Duchatel [Duchaxel], to St. Pierre to see that the neutral rights of France were properly respected. At the same time I addressed a letter to the governor, a copy of which is annexed, marked C. Soon after the arrival of the *Acheron* the *Iroquois* came to anchor, whereupon the captain of the *Acheron* went on board of her and demanded that she should either depart twenty-hours before the *Sumter*, or permit the *Sumter* to depart twenty-four hours before her. Instead of acceding to this demand, however, Captain Palmer immediately got underway and stood to sea, placing himself about a league (though frequently coming within a mile or a mile and a half under cover of night) from the shore. He continued to cruise in this manner until I made my escape. In the meantime I addressed letters to Captain Duchatel [Duchaxel], copies of which are annexed, marked D, E, and F, which will explain themselves.

On the night of the 23d of November, the moon having waned sufficiently to render the night partially obscure, at 8 p. m. I slipped my moorings and started under a full head of steam to the southward. Immediately, as I had predicted, blue lights were burned from the deck of a Yankee schooner in port to signal to the *Iroquois* my departure and the direction I had taken. Seeing which, in the course of about twenty minutes, I doubled, ran in under the shadow of the land, and stood in the opposite direction, to the northward. By this simple maneuver I not only deceived the enemy but turned his signals to my own advantage. I steamed rapidly along the west side of Dominica after leaving Martinique, and the next morning the *Iroquois* and the *Sumter* were probably 150 miles apart. The night, which was quite clear when I started, became squally and rainy soon afterwards. But whilst the squalls were driving Captain Palmer with accelerated speed southward, in obedience to his signals, I had broken the force of them by taking shelter under the lee of Dominica, and was steaming with undiminished speed in the opposite direction. Some time previously to my arrival at Martinique I had resolved upon making the run to Europe, and in accordance with this intention I now shaped my course so as to get out of the trades as soon as possible that I might use my sails, upon which I mainly depended. Judging from the experience of my last cruise, the enemy's

West India trade seemed to be pretty well broken up, and I not only deemed the waters of Europe a better cruising ground for me, but it had become necessary to put my ship into dock for repairs. With this latter view I directed my course to Cadiz, where I knew there were good docks, and to which port the distance was somewhat less than to England. I could make the passage, too, in parallels of latitude more favorable to good weather, which was important, as my upper works were too weak to encounter the heavy gales of the North Atlantic in midwinter. As it was, I suffered considerable damage on the passage in a very heavy gale, which I took some 400 miles from the Azores.

Between the 23d of November and the 8th of December I overhauled a number of foreign sail, bound principally to the West Indies. On the 25th of November, in latitude 18° 11′ N. and longitude 58° 48′ W., I brought to and boarded the ship *Montmorenci*, of Bath, Me., from Newport in Wales to the island of St. Thomas in the West Indies. This ship was laden with coal for the British Mail Steam Packet Company in St. Thomas, and as I could not burn her without destroying also neutral property I was forced to liberate her, which I did after putting the master and crew on parole and taking from the master in behalf of the owners a ransom bond in the sum of $20,000. This case illustrated in a forcible manner the hardship of the rule adopted by neural nations excluding prizes from their ports. Our own ports being blockaded, I could not send this ship to the Confederate States, and, as under the rule stated I could not send her to any neutral port, my only alternative was to destroy her, but this I could not do for the reason stated. The cargo of coal with which this ship was laden cost in Newport, Wales, about $4,000, while the ship herself was worth, I suppose, ten times as much. Thus, to save $4,000 to British subjects, I was forced to abandon $40,000 to the enemy. On the next day, the 26th, I overhauled and burned the schooner *Arcade*, of Portland, Me., bound to the Island of Guadeloupe with a cargo of staves. On the 3d of December, in latitude 29° 10′ N. and longitude 57° 22′ W., I overhauled and burned the fine ship *Vigilant*, of Bath, Me., bound in ballast from New York to the guano islands of Sombrero, in the West Indies. We captured on board this vessel a rifled 9-pounder, which, with its ammunition, I took on board. On the 8th of December I overhauled and burned the fine bark *Eben Dodge*, of New Bedford, Mass., twelve days out, and completely equipped for a whaling voyage in the Pacific. I had now 43 prisoners on board, as many as I could well take care of on the long passage which was before me, and I therefore made the best of way across the Atlantic.

As I approached Madeira, and afterwards the coast of Spain, however, I chased and overhauled a number of other sail, but they all proved to be foreign. I made the Cadiz light on the night of the 3d of January, and on the next morning entered the harbor. The first act of the authorities was to put me in quarantine for want of a bill of health, and after I had been in port some twenty-four hours I was warned to depart. Upon the receipt of this warning I addressed to the military commandant a letter, of which a copy is annexed, marked G. The contents of this letter having been telegraphed to Madrid, the central Government overruled the proceedings of the local authorities and permitted me to land my prisoners and to remain in port for repairs. This decision was announced to me in a letter from the civil governor of Cadiz, a copy of which is annexed, marked H.* Having arrived at Cadiz without funds (there being only about $600 on board, the whole

* Not found.

amount captured by me in the 16 sail which I had seized being only about $1,000), I telegraphed immediately to the Hon. W. L. Yancey to supply me. I have not yet received a reply from him. In the meantime, on the 13th of January, my ship was admitted into one of the Government docks for repairs, where I am at this moment.

JANUARY 16.

I received a dispatch from Mr. Yancey, yesterday, informing me that my request for funds would be complied with. My ship is out of dock, a part of one plank having been replaced under her bilge and the place recoppered and the propeller overhauled. We found a part of the false keel gone, but the authorities would not replace it, as not being necessary to the safety of the ship at sea. I am now anchored in the bay and am preparing to calk my upper works and repair the boilers and condenser and pumps, which latter repairs will, I fear, detain me some time.

[I have the honor to be, very respectfully, your obedient servant,

R. SEMMES,

Commander, C. S. Navy.]

[Hon. S. R. MALLORY,

Secretary of the Navy.]

[Enclosure A.]

C. S. S. SUMTER,

Fort Royal [*Fort de France*], *November 12, 1861.*

SIR: In the interview which I had the honor to hold with your Excellency on Saturday last, the 9th instant, I understood your Excellency to assent to the proposition that I might go into the market at St. Pierre and purchase such supplies as I might stand in need of, coal included. The precise position assumed by your Excellency was that you would neither assent nor prohibit. On the faith of this understanding I dispatched one of my lieutenants and my paymaster to St. Pierre to make the necessary purchases, and they have returned and reported to me that they found an abundance of coal in the market, and at reasonable rates, and that the owners of it are anxious to supply me with it, but that your collector of the customs had interposed and prohibited the merchants from selling or delivering it to me. For the information of your Excellency, I will here state that I have been permitted to coal in all the ports I have heretofore visited, except only at the French port of Cayenne, where I was informed that there was no coal in the market, and where it was insisted that I should undergo a quarantine of five days before communicating with the town. As it was not convenient for me to undergo this quarantine, I sailed immediately. I have coaled at Cienfuegos, in the island of Cuba, at Curaçao, at Trinidad, at Surinam, and at Maranham.

It thus appears that Spain, Holland, England, and Brazil have each deemed it consistent with their neutrality in the present war to permit me freely to supply myself with coal. Am I to understand from the action of your officers at St. Pierre that you have withdrawn the implied assent given me on Saturday last, and that France, through your agency, adopts a different and a less friendly rule? Will France drive a vessel of war of the Confederate States from one of her islands to a British island to procure coal? And if she does this, on what principle will she do it? It is a well-settled rule of international law that belligerent cruisers have the right to enter freely into neutral

ports for the purpose of replenishing their stores of provisions, or replacing a lost mast or spar, and why should not they be equally permitted to receive on board coal? Coal is no more necessary to the locomotion of a steamer than is a mast or spar to a sail ship. It is no more necessary to a cruise than provisions. Without a mast, or without provisions, a sail ship could not continue her cruise against the enemy, and yet the neutral permits her to supply herself with these articles. Nor can such supplies as these be placed on the ground of humanity. It would be inhuman, it is true, to permit the crew of a belligerent cruiser to perish in your ports by debarring it from access to your markets from day to day, but it does not follow that it would be inhuman to prevent her from laying in a stock of provisions to enable her to proceed to sea and continue her cruise against her enemy. It is not humanity to supply a vessel with a lost mast or a spar, and yet no one doubts that this may be done. Humanity, then, being out of the question, what possible distinction can your Excellency draw between supplying a vessel with the articles above mentioned and supplying her with coal? Without any one of them she would be unable to prosecute her cruise against the enemy; why, then, supply her with a part and not with the whole? If you would not deny a mast or a spar to a sail ship, notwithstanding they are essential to her locomotion, on what principle would you deny coal to a steamer?

Without troubling your Excellency further, however, with an argument of the question, I will content myself with stating what I believe to be the true rule of law, and it is this: A belligerent ship of war can not increase her armament or her crew in a neutral port nor supply herself with ammunition, but, with these exceptions, she may procure whatever supplies she needs. Although it would be an easy matter for me to run to one of the British or Danish or Dutch islands, I should regret to be obliged to do so and to have to inform my Government of the reason. I would not willingly have France adopt a rule which would effectually shut us out of her ports, whilst Holland, Great Britain, Spain, and Brazil admit us freely into theirs. The rule prohibiting us from bringing our prizes into neutral ports operates very harshly upon us, as the weaker naval power of the two belligerents, without adding to it one still more harsh, and which has the sanction of neither law nor precedent. If, however, it be the determination of your Excellency to insist upon my departure without coal, I beg that you will have the goodness to say as much to me in writing. Your Excellency is the best judge of your instructions and of what they require of you.

I have the honor to be, with much consideration, your obedient servant, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency M. MAUSSION DE CANDÉ,
L'Amiral et Gouverneur de la Martinique.

[Enclosure B.]

(Translation of a reply received from the governor in answer to the preceding.)

FORT DE FRANCE, *November 12, 1861.*

CAPTAIN: I have the honor to send you the enclosed letter, which I ask you to hand to the collector of customs at St. Pierre, in which I request him to permit you to embark freely as much coal as you wish to purchase in the market.

I do not change at all from the position which I took with you on Saturday last. I do not consider that I am empowered any more to give you coal from the Government supply of this division than I am to interfere with the market to prevent its being sold to you there.

With the expression of my highest regard for the captain,

MAUSSION DE CANDÉ.

[Enclosure C.]

C. S. S. SUMTER,
St. Pierre, Island of Martinique, November 15, 1861.

SIR: I have the honor to inform your Excellency that I am closely blockaded in this port by the enemy's steam sloop of war the *Iroquois*, of twice my force. This vessel, in defiance of the laws of nations and in contempt of the neutrality of this island, has boldly entered the harbor, and without coming to anchor is cruising backward and forward in a menacing attitude, not only within the marine league of the shore, but within less than a ship's length of this vessel, which is moored not more than 100 yards from the beach. During the past night she several times approached me within 50 or 100 yards. I deem it my duty to acquaint your Excellency with these facts and to invoke your authority for the preservation of my just rights within your waters. I take the following principles, applicable to the present case, to be well settled by the law of nations:

First. That no act of hostility, proximate or remote, can be committed by any belligerent within neutral waters.

Secondly. That when a cruiser of one belligerent takes refuge within the waters of a neutral power, a cruiser of the opposite belligerent can not follow her into those waters for purposes of hostility, proximate or remote. It is not only unlawful for her to approach within the marine league for the purposes of watch and menace, but it is equally unlawful for her to hover about the coasts of the neutral at any distance, within plain view, for the same purposes. All these are remote or prospective acts of war, and as such offensive to the neutral power.

Thirdly. That when opposite belligerents meet by accident in a neutral port, if one of them departs therefrom, the other is bound to wait twenty-four hours before departing. For the opposite belligerent to depart immediately in pursuit is to avail herself of the neutral territory for the purpose of war. She commits, by the very fact of sailing, a remote act of hostility, which is offensive to the neutral state.

In view of the foregoing facts and principles, I respectfully request that your Excellency will cause the *Iroquois* to cease hovering about the coasts of the island for the purpose of watching my movements; in other words, to withdraw herself out of plain sight, or, if she prefers to come in to anchor, to direct either that she shall depart twenty four hours before me or wait twenty-four hours after my departure, whichever she may prefer. I shall be ready for sea in four or five days, as soon as my engineers can make some necessary repairs to my machinery.

In conclusion, it is quite possible that the captain of the *Iroquois* may arrange some signals for giving him intelligence of my movements with the U. S. consul at this port, and I have therefore to request that some officer may be charged with the prevention of any such act of hostility.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency M. MAUSSION DE CANDÉ,
Admiral and Governor of Martinique.

[Enclosure D.]

C. S. S. SUMTER,
St. Pierre, November 21, 1861.

SIR: It becomes my duty to complain of the continued violation of the neutrality of this port and of my right of asylum, by the enemy's steam sloop of war, the *Iroquois*. This vessel, in shameful disregard of the warning she has received from his Excellency the governor, comes every night, under cover of the darkness, within a mile and a half or less of the anchorage. Last night at 9 o'clock she was seen from my deck with the naked eye, assisted by an occasional flash of lightning, and as the night was comparatively obscure, no vessel, not being under sail, could have been seen at a greater distance than from a mile to a mile and a half.

I have, besides, to inform you that two small boats communicated with the enemy in broad daylight yesterday, one of them pulling, upon leaving her, to the north point and the other to the south point of the harbor.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Mr. DUCHATEL [DUCHAXEL],
Commander of H. M. French Steamer L'Acheron.

[Enclosure E.]

C. S. S. SUMTER,
St. Pierre, November 22, 1861.

SIR: I have had the honor to receive your letter of yesterday, in which you communicate to me the views of the governor of Martinique relative to the protection of my right of asylum in the waters of this island, and I regret to say that those views do not appear to me to come up to the requirments of the international code. The governor says that "it does not enter into his intentions to exercise toward the *Iroquois*, either by night or by day, so active a surveillance as you desire;" and you tell me that "we ought to have confidence in the strict execution of a promise made by a commander in the military marine of the American Union, so long as he has not shown to us evidence that this engagement has not been scrupulously fulfilled." It would appear from these expressions that the only protection I am to receive against the blockade of the enemy is a simple promise exacted from that enemy that he will keep himself without the marine league of the land, the governor meantime exercising no watch, by night or by day, to see whether this promise is complied with. In addition to the facts related by me yesterday, I have this morning to report that one of my officers, being on shore in the northern environs of the town last night, between 8 and 9 o'clock, saw two boats, each pulling eight oars, the men dressed in dark clothing, with the caps usually worn by seamen of the Northern States, pulling quietly in toward the beach, and he distinctly heard a conversation in English between them, one of them saying, "Harry, there she is; I see her," in allusion, doubtless, to the presence of my vessel. These boats, no doubt, have orders to make signal to the *Iroquois* the moment they discover me underway. Now, with all due deference to his Excellency the governor, I can not see the difference between the violation of the neutrality of these waters by the enemy's boats and by his ship. And if no strict surveillance is to be exercised, "either by

night or by day," I am receiving very much such protection as the wolf would accord to the lamb.

It is an act of war for the enemy to approach me with his boats for the purpose of reconnoissance, and especially during the night, and I have the same right to demand that he keep his boats beyond the marine league as that he keep his ship at that distance. Nor am I willing to rely upon his promise that he will not infringe my rights in this particular. It appears to me, further, especially after the knowledge of the facts which I have brought to your notice, that it is the duty of France to exercise surveillance over her own waters both "by night and by day," when an enemy's cruiser is blockading a friendly belligerent, who has sought the asylum in those waters accorded to him by the laws of nations. I have, therefore, respectfully to request that you will keep a watch, by means of guard boats, at both points of this harbor, to prevent the repetition of the hostile act which was committed against me last night; or, if you will not do this yourself, that you will permit me to arm boats and capture the enemy, when so approaching me. It would seem quite plain either that I should be protected or be permitted to protect myself. Further, it is in plain violation of neutrality for the enemy to be in daily communication with the shore whether by means of his own boats, or boats from the shore. If he needs supplies, it is his duty to come in for them, and if he comes in he must anchor, and if he anchors he must accept the condition of remaining twenty-four hours after my departure. It is a mere subterfuge for him to remain in the offing and supply himself with all he needs, besides reconnoitering me closely by means of boats, and I protest against this act also.

I trust you will excuse me for having occupied so much of your time by so lengthy a communication, but I deem it my duty to place myself right upon the record in this matter. I shall seize an early opportunity to sail from these waters, and if I should be brought to a bloody conflict with an enemy of twice my force, by means of signals given him in the waters of France, either by his own boats or others, I wish my Government to know that I protested against the unfriendly ground assumed by the governor, that "it does not enter into his intentions to exercise toward the *Iroquois*, either by night or by day, so active a surveillance as you [I] require."

I have the honor to be, etc.

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

M. DUCHATEL [DUCHAXEL],
Commander of H. I. M. S. L'Acheron.

[Enclosure F.]

C. S. S. SUMTER,
St. Pierre, November 23, 1861.

SIR: I have the honor to inform you that the pilot of the enemy's steamer *Iroquois* habitually spends his time on shore in this port, and that last night he slept on board the enemy's topsail schooner moored near the beach, in the vicinity of the English bark *Barracouta*. I have ample evidence outside of my ship to establish these facts. Now, it must be obvious to you that the enemy has sent this man into French waters to act as a spy upon my movements, and he has, no doubt, in his possession rockets or other signals with which to communicate my departure to his ship. This man, though only a pilot, and tempor-

arily employed on board the *Iroquois*, is in law as much an officer of that ship for the time being as any one of her lieutenants. The case, then, may be stated thus: A lieutenant of the *Iroquois* not only spends his time habitually on shore, but sleeps at night on board another vessel of the enemy, instead of sleeping at a hotel, the better to enable him to observe my movements and communicate them to his ship, and yet all this is permitted by the authorities.

I most respectfully but earnestly protest against this violation of my rights. As I stated in my letter of yesterday, an act of reconnoissance (and still more an act of reconnoissance for the purpose of giving information by signal) is an act of war; and will France permit an act of war to be committed against me in her own waters and under the eye of her authorities, civil and military?

In conclusion, I request that you will issue an order requiring this spy to depart to his ship, and that you will also take the proper steps to prevent the schooner in which he slept from making any signals to the enemy.

I have the honor to be, very respectfully, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

M. DUCHATEL [DUCHAXEL],
Commanding H. I. M. S. Acheron.

NOTE.—The *Sumter* went to sea from the port of St. Pierre on the evening (8 o'clock) of the date of the preceding letter, and, as was predicted, blue lights were burned on board the American schooner to signal her departure to the *Iroquois*.

R. S.

[Enclosure G.]

C. S. S. SUMTER,
Cadiz, January 5, 1861 [1862].

SIR: I have had the honor to receive through the health officer of the port an order from the Government of Spain directing me to proceed to sea within twenty-four hours. I am greatly surprised at this unfriendly order. Although my Government has not yet been formally recognized by Spain, it has been declared to be possessed of the rights of a belligerent in the war in which it is engaged, and it is the practice of all civilized nations to extend the hospitality of their ports to the belligerents of both parties alike, whether the belligerents be *de facto* or *de jure*. I am aware of the rule adopted by Spain, in common with the other great powers, prohibiting belligerent cruisers from bringing their prizes into her ports, but this rule I have not violated. I have entered the harbor of Cadiz with my single ship and I demand only the hospitality to which I am entitled by the laws of nations, the Confederate States being one of the *de facto* nations of the earth, by Spain's own acknowledgment, as before stated. I am sorry to be obliged to add, too, that my ship is in a crippled condition. She is damaged in her hull, is leaking badly, is unseaworthy, and will require to be docked and repaired before it will be possible for her to proceed to sea. I am therefore constrained by the force of circumstances most respectfully to decline obedience to the order which I have received until the necessary repairs can be made. Further, I have on board 43 prisoners, confined within a small space, greatly to their discomfort, and simple humanity would seem to dictate that I

should be permitted to hand them over to the care of their consul on shore without unnecessary delay.

I have the honor to be, etc.,

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

His Excellency the MILITARY GOVERNOR, *Port of Cadiz, Spain.*

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C. S. S. SUMTER,
Cadiz, January 6, 1862.

SIR: I have had the honor to receive your Excellency's note of to-day, in which you inform me that the proceedings of the local authorities of Cadiz, commanding me to proceed to sea within twenty-four hours, have been overruled by the Government at Madrid, and that the Queen had graciously permitted me to land my prisoners, and to remain to put the necessary repairs on my ship. Do me the favor to communicate to her Majesty my thanks for her prompt and friendly action in the premises.

In the meantime, allow me most respectfully to protest against the presence of the guard boat which has been placed in surveillance upon my movements, as though I were an ordinary ship of commerce.

Compliance with the laws of quarantine should be left with me as a matter of honor, and the presence of this boat implies the suspicion that a ship of war of a friendly power could so far forget herself as to infringe the regulations of the port, a suspicion as unworthy the health authorities of the port of Cadiz as it is offensive to me.

I have the honor to be, etc.

[RAPHAEL SEMMES,
Commander, C. S. Navy.]

Lieutenant IGNACIO MENDEZ DE VIGO,
Military Governor of the Port of Cadiz.

—

RANSOM BOND OF THE SHIP MONTMORENCI, CAPTURED BY THE C. S. S. SUMTER, COMMANDER SEMMES, C. S. NAVY, NOVEMBER 25, 1861.

Know all men by these presents, that whereas the ship *Montmorenci* of Bath, Me., was this day captured by the C. S. S. *Sumter*, in about the latitude of 18° 30′ N. and the longitude of 58° 40′ W., and whereas I, Joseph T. Brown, master of said ship, acting for myself and in the names and stead of the owners of said ship, to wit, William Rogers, William M. Rogers, George M. Adams, and Joseph T. Brown, and desirous of ransoming said ship: Now, therefore, I, Joseph T. Brown, master of said ship, for and in consideration of the release of said ship by the captors, which release is hereby acknowledged, am held and firmly bound, and I do hereby bind the owners of said ship, to wit, William Rogers, William M. Rogers, George M. Adams, and Joseph T. Brown, my and their heirs, executors, administrators, and assigns, unto the President of the Confederate States of America for the time being, in the sum of $20,000, current money of the said States, which sum I hereby solemnly bind myself, the owners of the said ship, to wit, William Rogers, William M. Rogers, George M. Adams, and Joseph T. Brown, and my and their heirs, executors, administrators, and assigns, well and truly to pay to the said President of the Confederate States, within thirty

days after the close of the present war between the United States and the Confederate States of America.

Given this day under my hand and seal on board the C. S. S. *Sumter* this the 25th day of November, in the year of our Lord 1861.

JOSEPH T. BROWN. [SEAL.]

Witness:
W. BREEDLOVE SMITH.

NOTE.—The words "acting for myself," interlined between the sixth and seventh lines of the foregoing bond, were interlined before the execution thereof.

W. BREEDLOVE SMITH.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Captain Warden, R. N., senior naval officer at Gibraltar, stating his intention to abide by the twenty-four-hour rule while in that harbor.

C. S. S. SUMTER,
Bay of Gibraltar, January 22, 1862.

SIR: I have had the honor to receive your letter of this date, informing me that a question had been raised by the U. S. consul as to the amount of protection to be afforded to the merchant vessels of the Northern States whilst the *Sumter* remains in the waters of Gibraltar; that you had put yourself in communication with his Excellency the governor, and consulted the proper authorities, and that the following conclusion had been reached, viz: "That American merchant vessels quitting Gibraltar whilst the *Sumter* is in the bay are entitled to a start of twenty-four hours before being pursued with a hostile intention, and that it is the duty of the authorities concerned to see that such protection is extended over them."

The rule above stated has certainly been well established as to ships of war, though I do not recollect any case in which the same rule has been applied to merchant shipping. I am free to admit, however, that the reason of the rule, viz, "that the neutral port shall not be made a station from which to carry on hostilities," applies as well to merchant shipping as to men-of-war. I can have no ground, therefore, on which to dissent from the conclusion arrived at by the authorities of Gibraltar. The *Sumter* will not pursue within twenty-four hours of her departure any merchant vessel of the United States that may leave the Bay of Gibraltar.

I have the honor to be, very respectfully, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Captain F. WARDEN, R. N.,
Senior Naval Officer, Gibraltar.

Detailed report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of the movements of that vessel from January 16 to 23, 1862.

C. S. S. SUMTER,
Bay of Gibraltar, January 23, 1862.

SIR: In my last dispatch (No. 2), dated at Cadiz, I had the honor to inform you that the *Sumter* had come out of dock at that place, and that I was making preparations to repair her boilers and machinery and her upper works. On the 15th instant I addressed a

letter to the civil governor on this subject, a copy of which is annexed, marked A. His reply thereto is also annexed, marked B.* From this reply you will perceive that I was not only prohibited from bringing on board any workman from the shore, but that I was informed that I could not even remain in the port for the purpose of making any repairs with my own force. About 9 p. m. of the same day on which I received this communication an aid-de-camp of the military governor came on board with a peremptory order for me to depart within six hours, and with the request that I would state the reason, if any, which would prevent my compliance with this order. In reply to this summons I addressed a letter to the military governor, a copy of which is annexed, marked C.

The order to me to depart having been repeated to me the next morning (17th), notwithstanding the reception of this letter by the governor, I supposed that possibly the contents of the letter had not been truly translated to him, as I had been informed that his interpreter was a relative of the U. S. consul. I therefore called in person, that I might be sure that the Spanish Government was not acting under some mistake. Upon my entrance to the governor's saloon I found him with his interpreter by his side, prepared for my reception. I made known to him that there was no necessity for an interpreter, and that, if he pleased, we would address each other directly, as I had sufficient knowledge of the Spanish for this purpose. I then repeated to him the condition of my ship; that she was not only not in a condition to take the sea, especially at this season of the year, but that even if she were, I was unprovided with fuel, save only about forty-eight hours', and further, that I was awaiting the momentary reception of funds from our agents in London to supply myself with this necessary material. His reply was that the dock authorities had pronounced my ship in a condition to go to sea, and that he could not go behind their decision, and that his orders were peremptory to cause me to depart. My rejoinder to this was that the dock authorities had done nothing more than examine and patch the bottom of my ship, declining to look at the engine and boilers at all, on the ground that as dock men they had nothing to do with anything but the hull of the ship, and that when they pronounced her fit for sea they had reference to her hull alone; that a steamer, unlike a sail ship, had something besides hull and spars to look to, and that she was not in a seaworthy condition unless her boilers and machinery were in good order.

After a few minutes' conversation of this nature I found that I was conversing with a man who could entertain but one idea, and that was that he had been ordered to send me to sea, and I therefore desired him to telegraph the substance of my statements to him to the Madrid Government, that I might be assured that it was the Government itself which was acting in this matter. This he promised me to do, insisting, however, that if no reply came before the expiration of the six hours I should depart immediately, with or without funds and with or without coal. I returned on board and caused my ship to be got ready for sea, with the intention to run round to Gibraltar, distant only about 70 miles, for which I had sufficient coal on board. Just as I was heaving up my anchor an official came off from the shore on the part of the military governor to say to me that the Madrid Government had granted me forty-eight hours more of delay, but that at the end of that time I must depart without fail. The officer further stated that the governor would communicate this decision to me in writing in a few minutes,

* Not found.

and that he was directed to request that I would reply to it in the same manner. I stated to this gentleman that if the Madrid Government had freely given me leave to remain until I was ready for sea I could have appreciated its conduct and would have remained, but that I did not choose to avail myself of the scant courtesy of being permitted to remain only forty-eight hours, which might not be sufficient to enable me even to receive funds and coal ship, and that as I was now ready to depart I would proceed to some port where more consideration would probably be shown me. I directed him further to say to his chief that he need not take the trouble to communicate with me in writing, as I could have no other reply to make than that which I had already given. In an hour afterwards I was outside the port of Cadiz and had discharged my pilot.

The most mortifying part of my visit to Cadiz was that I had not even funds enough to pay my dock bill to the Government, amounting to about $200. When I went into dock I did not entertain a doubt that long before I should be ready to go to sea I should be put in funds by our commissioners in London, to whom I had telegraphed. Indeed, on the 16th, the day I came out of dock, I received a telegram from Mr. Yancey informing me that my request for funds would be complied with. It was in reference to this telegram that I requested permission to remain for funds. I explained this matter, however, to the commandant of the dockyard, who assured me that he comprehended my position and that I must not give myself a thought on the subject, and that whenever it was convenient I might remit him the trifle in question. Whilst I lay in the dock and in the harbor of Cadiz nine of my crew (all foreigners) deserted and took refuge with the U. S. consul, that officer receiving them openly, providing a boarding house for them, and paying their board. I do not think these men intended originally to desert, but having gone on shore and got to drinking they were no doubt seduced away by the consul or his emissaries. As soon as the facts came to my notice I demanded their surrender to me in a letter addressed to the civil governor, a copy of which is annexed, marked D. The reply to this demand is annexed, marked E.* The commandant-general of the plaza, to whom I had been referred, in his reply stated that he could not deliver the men to me for want of a treaty, etc.; that the matter had been telegraphed to Madrid and he had received no reply, etc., and here the matter ended.

I left Cadiz on the evening of the 17th, and the next morning as I entered the Strait of Gibraltar I descried a number of sail, two of which I chased and captured. They were the U. S. barks *Investigator* and *Neapolitan*. The former having an English cargo on board, I liberated her under a ransom bond; the latter, laden with brimstone (50 tons) and fruit, I burned. The prisoners of both ships were paroled, and the crew of the burned ship was transferred to the one which was liberated. There were two grounds on which I condemned the cargo of the *Neapolitan:* one, the spoliation of papers, the master not having produced any paper whatever in relation to his cargo; and the other, that the major part of the cargo being contraband, and the whole cargo belonging to the same owners, according to the master's statement (the Baring Brothers, of London, though the ship was bound to Boston), the noxious articles infected the innocent and rendered the whole subject to condemnation. I have been received with much courtesy at Gibraltar, and have had the hospitality of the port freely extended to me for the purpose of repairing my ship, etc. I have had a conversation with

* Not found.

the governor on the subject of neutral and belligerent rights, and I am happy to say there is no difference of opinion between us on these subjects. I am anxiously awaiting the transmission of funds from London.

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure A.]

C. S. S. SUMTER,
Cadiz, January 16, 1862.

SIR: I have the honor to inform you that, having come out of dock yesterday, I have anchored my ship in the upper bay for the convenience of calking her bends just above the copper, where her seams are open, of repairing her pumps, and putting her engine in order. All these repairs, which are essential to put my ship in a seaworthy condition, I will make, with the assistance of private mechanics from the shore, and with the utmost dispatch. Your Excellency can not be more desirous that I should accelerate these operations than I am myself, for every day that I remain in port is a day lost to me, and perhaps a ship saved to the enemy.

I have the honor to be, very respectfully,

[R. SEMMES,
Commander, C. S. Navy.]

Excelentísimo Señor Don Y. MENDEZ DE VIGO,
Civil Governor, Cadiz.

[Enclosure C.]

C. S. S. SUMTER,
Cadiz, January 16, 1862.

SIR: I have received your request, communicated to me through your aid-de-camp, desiring me to state whether I am in a condition to proceed to sea, and if not, to state the reasons why I am not. I had the honor to state these reasons in a letter addressed to the civil governor of the province this morning. I repeat them here.

The condenser and boilers of my engine are in such a condition that it would be unsafe for me to carry a head of steam. They require some repairs, which, with the aid of two or three workmen from the shore, I could accomplish in five days, but if I am forced to rely upon my own resources a couple of weeks will be necessary. I have been six months almost constantly cruising, and hence you will easily understand how these repairs have come to be necessary. The only repairs which were put upon my ship during the two days that she remained in the dock at [La] Carraca were put upon her bottom, no repairs having been put upon my condenser or boilers, although I requested it. My two bilge pumps are also worn out and it is necessary to replace them, for if any accident should happen to my steam pumps it would be impossible to keep my ship free from water. She requires calking, too, in her bends, just above the copper, where her seams are open. I am also without the necessary supply of coal, and I am in daily expectation of the receipt of funds from London to purchase this indispensable material, my agent having telegraphed me yesterday that he would transmit them to me immediately. I do not propose or expect to make any alterations in my ship or to put any new work upon her, but only to repair the damages which I have received at sea, so as to render it safe for me to

expose myself at this season of the year to such weather as I must of necessity encounter. The Government of Spain can not be more anxious to have me depart than I am myself to do so. I avail myself of the present opportunity to say to you that eight of my seamen deserted from my ship whilst she was in dock at [La] Carraca, and are screened and protected by the U. S. consul. I respectfully request that these men may be delivered up to me. Will you do me the favor to telegraph this dispatch at length to the minister of war in Madrid?

I have the honor to be,

[R. SEMMES,
Commander, C. S. Navy.]

His Excellency the MILITARY GOVERNOR,
Cadiz.

[Enclosure D.]

C. S. S. SUMTER,
Cadiz, January 16, 1862.

SIR: I have the honor to inform you that while my ship was in the dock at [La] Carraca eight of my seamen deserted, and I am informed that they are sheltered and protected by the U. S. consul. I respectfully request that you will cause these men to be delivered to me; and to disembarrass this demand of any difficulty that my seem to attend it, permit me to make the following observations:

1. In the first place my Government has been recognized as a *de facto* Government by Spain, and as such to be entitled to all the rights of a belligerent in its war with the Government of the Northern States of the late American Union.

2. All the rights and privileges, therefore, which would attach to the flag of the United States, should one of their ships enter this harbor, equally attach to mine, save only mere ceremonies, such as saluting, etc.

3. It has been and is the uniform custom of all nations to arrest and hand over to their proper officers deserters from ships of war, and this without stopping to enquire as to the nationality of the deserter.

4. If this is the practice in peace, much more necessary does such a practice become in war, since otherwise the operations of war—remote, it is true, but still the operations of war—would be tolerated in a neutral territory.

5. Without a violation of neutrality, an enemy's consul in a neutral territory can not be permitted to entice away seamen from a ship of the opposite belligerent, or to shelter or protect the same; for, if he is permitted to do this, then his domicile becomes an enemy's camp in a neutral territory.

6. With reference to the question in hand, I respectfully submit that the only facts which your Excellency can take cognizance of are that these deserters entered the waters of Spain under my flag, and that they formed a part of my crew. The enquiry can not pass a step beyond, and Spain can not undertake to enquire as between the U. S. consul and myself, to which of us the deserters in question more properly belong. Such a course would be tantamount to an interposition between two belligerents, and it would be destructive of the essential rights of ships of war in foreign ports, as well in peace as in war.

7. I am willing to admit that if a Spanish subject serving under my flag should escape to the shore, and should satisfy the authorities that he was held by me by force, and either without contract or in violation of contract, that he might be set at liberty, but such is not the present

case. The nationality of the deserters not being Spanish, Spain can not, as I said before, enquire into it. To conclude, the case which I present is simply this: Several of my crew, serving on board my ship under voluntary contracts, have deserted and taken refuge in the consulate of the United States. To deprive me of the power, with the assistance of the police, to recapture these men would convert the consulate into a camp, and the consul would be permitted to exercise the right of a belligerent on neutral territory.

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Excelentísimo Señor Don Y. MENDEZ DE VIGO,
Civil Governor, Cadiz.

RANSOM BOND OF THE BARK INVESTIGATOR, CAPTURED BY THE C. S. S. SUMTER, JANUARY 18, 1862.

Know all men by these presents, that whereas the bark *Investigator*, of Searsport, Me., was this day captured by the C. S. S. *Sumter* in the Strait of Gibraltar, about 5 miles from Gibraltar; and whereas I, Charles G. Carver, master of said bark, acting for myself, and in the names and stead of the owners of said bark, to wit, Charles G. Carver, of Searsport, Me.; P. Pendleton, of Searsport, Me.; John Carver, of Searsport, Me.; Isaac Carver, of Searsport, Me., and Benjamin Carver, of New York City, am desirous of ransoming said bark: Now, therefore, I Charles G. Carver, master of said bark, for and in consideration of the release of said bark by the captors, which release is hereby acknowledged, am held and firmly bound, and I do hereby bind the owners of said bark, to wit, Charles G. Carver, P. Pendleton, John Carver, Isaac Carver, and Benjamin Carver, my and their heirs, executors, administrators, and assigns unto the President of the Confederate States of America for the time being, in the sum of $11,250, current money of the said States, which sum I hereby solemnly bind myself, the owners of the said bark, to wit, Charles G. Carver, P. Pendleton, John Carver, Isaac Carver, and Benjamin Carver, and my and their heirs, executors, administrators, and assigns well and truly to pay to the said President of the Confederate States within thirty days after the close of the present war between the United States and the Confederate States of America.

Given this day under my hand and seal, on board the C. S. S. *Sumter*, this the 18th day of January, in the year of our Lord 1862.

C. G. CARVER. [SEAL.]

Witness:
W. BREEDLOVE SMITH.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner, London, requesting a supply of funds.

C. S. S. SUMTER,
Bay of Gibraltar, January 24, 1862.

SIR: I have the honor to inform you that my ship is at this place, awaiting funds for necessary repairs and for the purchase of fuel, etc. I have communicated with the Hon. Wm. L. Yancey on the subject, and

in a letter to me, of the date of the 14th instant, that gentleman informed me that the house of Fraser, Trenholm & Co., of Liverpool, will supply me with funds upon my requisition, endorsed by the commissioner of the Confederate States. I enclose herewith a draft for the sum of $20,000, drawn upon the above-mentioned house, which I request you will have the goodness to endorse. The transmission of funds to me is of absolute necessity to enable me to take the sea, and it would be an event very much to be deplored if the cruise of the *Sumter* should be cut short at this stage of the war for the want of a few thousand dollars. My crew is in want of clothing also, and I have written to Lieutenant Jas. H. North, of the Navy, now in London, on this subject, requesting him to send me a supply. Will you be pleased to give your sanction to this measure also? I understand from Mr. Yancey that these things can be procured without money or on a credit. They can be shipped to me by steamer direct to this place. The crippled condition of my ship and the want of funds have deprived me of the power of scouring the Mediterranean, the whole of which sea I could have swept without molestation in from fifteen to twenty days, whereas it is now to be feared that before I can prepare myself for such a cruise the enemy will be present in some force. Be pleased to accelerate the transmission of the sum drawn for, as before I have intelligence of my ability to draw on some banker I can not strike the first lick toward repairing my ship.

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. J. M. MASON,
Commissioner of the Confederate States, London.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to her British Majesty's colonial secretary at Gibraltar, acknowledging instructions regarding the twenty-four-hour rule.

C. S. S. SUMTER,
Bay of Gibraltar, January 28, 1862.

SIR: I have had the honor to receive your note of this date, written by direction of his Excellency the governor of Gibraltar, informing me that "her Majesty has directed, in accordance with a long-established European practice, that no ship of war, privateer, or other armed vessel belonging to either of the belligerents, which shall anchor in any British port, shall be allowed to quit her anchorage within twenty-four hours after any vessel belonging to the adverse belligerent, whether armed or unarmed, shall have left the same port."

I have the honor to be, very respectfully, your obedient servant,

[R. SEMMES,
Commander, C. S. Navy.]

S. FREELING, Esq.,
Colonial Secretary.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to her British Majesty's colonial secretary at Gibraltar, complaining of the conduct of the U. S. consul at that place.

C. S. S. SUMTER,
Bay of Gibraltar, February 10, 1862.

SIR: I have the honor to state for the information of his Excellency the governor of Gibraltar that I am informed and believe that the U. S. consul at this place has, by means of his emissaries, tampered

with and seduced from their allegiance several of the crew of my ship who have visited the shore on liberty. The impropriety and illegality of such conduct are so manifest that I take it for granted his Excellency will interpose his authority for my protection.

Great Britain having proclaimed a strict neutrality in the war now pending between the United States and the Confederate States, is under the obligation, I respectfully suggest, not only to abstain herself from any unneutral conduct, but to see that all persons whatsoever within her dominions so abstain. No act of war, proximate or remote, should be tolerated in her waters by the one belligerent against the other, or by any citizen or resident against either belligerent. His Excellency will doubtless concur with me in the justice and propriety of the rule thus stated. To apply this rule to the present case: Being prompted by motives of humanity to send my crew on shore in small detachments for exercise and recreation, after a long confinement on shipboard, my enemy, the U. S. consul, sends his agents among them and by specious pretenses persuades them to desert their ship and take refuge under his consular flag. This has been done in the case of the following seamen, viz: Everett Salmon, John G. Jenkins, Thomas F. Penny, and perhaps others. Here is an act of war perpetrated against me in neutral territory, and the consular residence or office has become *quo ad hoc* a hostile camp. And this conduct is the more objectionable in that the nationality of most of these men is not American.

His Excellency, as a soldier, knows that no crime is regarded with greater detestation in the present civilized age of the world than the one here described. As between contending armies in the field an offender caught in the perpetration of such an act would be subjected to instant death, and this not only because the act is an act of war, but because it is a dishonorable act of war. And can an enemy make use of neutral territory to do that which would subject him to an ignominious death if he were without such territory and within reach of the opposite belligerent? When my men come within his Excellency's jurisdiction I lose all control over them, and must rely upon his comity to regain possession of them. If they leave me of their own free will, in the absence of the recognition of my Government and of treaty stipulation, perhaps I have no remedy. But when I permit them to go on shore and enter the jurisdiction of a neutral and friendly power, I do so with the just expectation that they will receive the shelter and protection of the neutral flag, and that they will not be permitted to be run off by my enemy, and to wheedle and entice a sailor from his ship, and that, too, when perhaps he is half drunk, is little better than kidnapping him. In the present case the violation of the neutral jurisdiction is as complete as if the consul had seized my men by force, for he has accomplished the same object, to wit, weakening his enemy by stratagem, a stratagem practiced by one belligerent against another.

If this act had been committed by a military or naval officer of the enemy, transiently within the limits of Gibraltar, every one would have been surprised at it, and would have exclaimed against it as a flagrant violation of the laws of nations, and is the offense of less magnitude when committed by a consul, who is peculiarly favored by the laws of nations as an officer of peace and one whose pursuits lie wholly in the walks of commerce? Mr. Sprague, the U. S. consul, is a gentleman whom I have heard favorably spoken of, and it is barely possible I may do him injustice in imputing to him the conduct described, but the evidence comes to me in a very satisfactory shape, and I shall be

ready to produce it if the allegation be denied. Should the proof be made out to his Excellency's satisfaction, I shall deem it my duty to request that the consul be suspended from his functions, and that the question of withdrawing his exequatur be referred to the British Government.

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Captain S. FREELING,
Colonial Secretary.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, relative to making repairs and obtaining coal at Gibraltar.

C. S. S. SUMTER,
Bay of Gibraltar, February 11, 1862.

SIR: I have had the honor to receive your telegram of the 2d instant and your letter of the previous day, enclosing a slip from the Times containing the recent order of Lord Russell on the subject of the stay in British ports of belligerent cruisers, etc. By the enclosed copy of a survey made by my officers you will perceive that my boilers and condenser have about given out, and that nearly the whole of the upper works of my ship are rotten, so that I am *hors de combat* without extensive repairs. There are neither docks nor machine shops at this place, and the most I can do is to patch up to the best advantage with my own tools and force, so as to enable me to reach a port where I can have the repairs made indicated in the report. I think of going either to an English or a French port for this purpose. At present I am detained here for want of coal. A combination of merchants prevents me from purchasing it in the market, and the Government has refused to supply me, though I am not without hope of inducing the latter to give ground. Should you not have seen a telegram of my departure when this reaches you will you be pleased to refer the question of my being coaled by the authorities here to the Government in London. The enclosed copy of a letter* addressed by me to Captain Warden, R. N., will give you the facts of the case and the reasons assigned why I should be coaled.

I have the honor to be, very respectfully, your obedient servant,

R. SEMMES,
Commander.

Hon. J. M. MASON,
Commissioner Confederate States,
Fenton's Hotel, St. James Street, London, England.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Messrs. Fraser, Trenholm & Co., acknowledging receipt of funds.

C. S. S. SUMTER,
Bay of Gibraltar, February 11, 1862.

GENTLEMEN: I have received your letter of the 3d ultimo, with its enclosures, to wit, a letter of credit on your house for the sum of £3,200 sterling, and triplicate bills on the Secretary of the Navy for the sum

*See p. 654.

of $20,000, the latter sum being intended to cover the sum mentioned in the letter of credit and the sum of $4,000 advanced to Captain North for the purchase of clothing for this ship. I have drawn upon you for the sum authorized, in four sets of bills, and have signed and enclose herewith the triplicate bills on the Secretary of the Navy. Be pleased to return the original draft for $20,000 to Mr. Mason. I owe you many thanks, gentlemen, for the prompt manner in which you have come to the aid of our beloved country, and for the very kind expressions which you are pleased to use in reference to my poor services.

I have the honor to be, very respectfully, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Messrs. FRASER, TRENHOLM & CO.,
Liverpool, England.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, stating the useless condition of that vessel.

C. S. S. SUMTER,
Bay of Gibraltar, February 24, 1862.

SIR: I have the honor to enclose for transmission to the honorable Secretary of the Navy a dispatch informing him of the condition of my ship, and asking for orders. After having patched my boilers for the purpose of endeavoring to reach some port in the English Channel, where my ship could be taken in hand in a dockyard for the purpose of a general overhauling, I caused steam to be gotten up, when, to my regret and somewhat to my surprise, it was ascertained that the boilers would not stand even the low pressure of 12 pounds. As you will perceive by a perusal of the enclosed dispatch to the Secretary of the Navy, a commission of my officers, including the engineer, who is a very competent and indeed skillful machinist, has condemned the boilers as unfit for further use. They would not probably run me to Southampton in a time of peace, when I could stop every day or two, if necessary, for repairs, and it would be folly to attempt such a run in the face of the enemy, two of whose fast steamers are now lying in this bay (on the Spanish side) and others expected, being in neighboring waters.

In this emergency I have asked, as you will perceive, to lay the *Sumter* up in charge of a midshipman and a boat's crew until the end of the war, when she might be taken without difficulty to a port of repair. But as some considerable time must necessarily elapse before the Secretary of the Navy can be heard from, and as possibly some use could be made of myself, my officers, and men in the meantime, I should be glad to have you act in the matter if you feel yourself authorized. There is not much discretion, indeed, to be exercised by anyone. The boilers of the ship being burned out she is incapable of locomotion, and there would seem to be but one of two things to be done, either to sell her or lay her up. An attempt to sell her, were that permitted, which is doubtful, would result in her sacrifice. To lay her up, then, seems to be the most judicious alternative. For the small force which it would be necessary to leave on board of her she has an ample supply of provisions for twelve months, so that the expense of her custody would be very small. At the end of the war she might be made as good as a new ship at about half the cost of a

new one. And then you must pardon me for having some attachment for her and for her name, which I should be glad to see retained in the service. Lieutenant North wrote to me some few weeks ago, informing me that there was a new ship nearly completed for us at Liverpool. I should like, if possible, and if my claims do not interfere with those of other officers available, to be transferred with my remaining officers and men to that ship, if it is possible by any means to equip her and get her to sea.

Do me the favor to write to me as soon as convenient, giving me your views and advice, and also any orders as to the final disposition of my ship which you may feel at liberty to give. If you think a personal conference with you would in any way advance the interests of our cause and country, intimate as much to me by telegraph or by letter and I will be with you without delay. You will be astonished, no doubt, at the news of the imprisonment of my paymaster in the Yankee consul's house at Tangier, in Morocco, as detailed in my letter to the Secretary of the Navy. I think [I] shall have no trouble in getting him released. The governor of Gibraltar sent his secretary over to Tangier yesterday, and although his official position prevents his saying as much to me, I have no doubt it was upon this business. If, contrary to all reasonable expectation, the prisoners should not be promptly released, I will write to you again on the subject, that you may speak to Lord Russell about it. Morocco just now, because of the guarantee of her loan by Great Britain, is, of course, anxious to please her patron, and an unofficial word from the British foreign secretary will be all powerful with her. Is not this proceeding of the Yankee consul a shame upon the civilization of the age? I blush to think that we have ever been connected in the same Government with such men.

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. J. M. MASON.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of the useless condition of that vessel, and seeking instructions.

C. S. S. SUMTER,
Bay of Gibraltar, February 24, 1862.

SIR: My last dispatch, No. 3, dated at this place, of the 23d of January last, and forwarded to you through Mr. Mason in London, informs you that the *Sumter* was awaiting the arrival of funds with which to repair, etc. Since that date and with a view to repairs I have ordered a commission of survey upon the ship, consisting of the first and second lieutenants and the chief engineer (copy of order annexed, marked A); a copy of the report of these gentlemen is annexed, marked B. From this report it appeared that both the hull and boilers of the ship were in a much worse condition than I had supposed. Indeed, the boilers were about burned out. The most that I could hope to accomplish would be to patch them so as to enable me to run under low pressure of steam to some English or French port, where I might find workshops and other means of repair. I gave orders accordingly, and several patches and other repairs were put upon them.

Having accomplished this, and funds having reached me (through the house of Fraser, Trenholm & Co., of Liverpool, who negotiated a bill drawn by me on the Navy Department for the sum of $20,000), on

the 8th of February I sent the paymaster on shore to purchase a supply of coal. Very much to his surprise, as to my own, he found the market closed against him by a combination of merchants, brought about by the U. S. consul. Upon finding it impossible to supply myself in the market, on the 11th of February I addressed a letter (copy annexed, marked C) to the commanding naval officer, requesting him to supply me from the dockyard. This he declined to do under his instructions, but being personally disposed to oblige me, and thinking the case a peculiar one, he telegraphed the facts to the admiralty in London and asked for special instructions on the subject. The admiralty declined to authorize him to supply me. Upon learning this final determination of the British Government there was no other course open to me but to endeavor to have coal sent to me from some neighboring port. With this view, on the 19th instant I dispatched [the] paymaster of this ship for Cadiz. Mr. T. T. Tunstall, a citizen of the Confederate States, and who had been several years previous to the war U. S. consul in Cadiz, being in Gibraltar, volunteered to accompany Mr. Myers. They took a French passenger steamer, and the steamer having stopped on her way at Tangier, in the Empire of Morocco, for a few hours, they went on shore for a walk, and as they were returning to the mole to reembark they were suddenly seized by Moorish soldiery and marched to the U. S. consular residence, where they were heavily ironed and imprisoned.

As soon as I heard of this outrage I addressed a letter to the governor of Gibraltar, asking his friendly interposition (copy annexed, marked D), and on the next day I dispatched a demand for the release of the prisoners to the governor of Tangier, through Mr. Hay, the British chargé resident at that place (copy annexed, marked E). I am in hourly expectation of receiving a reply from the governor of Morocco. On Sunday morning, the 23d instant, having gotten up steam for the purpose of shifting my berth, a pressure of 12 pounds only caused my boilers again to give way, and in a place not hitherto supposed to be defective. I caused the steam to be blown off, and this morning I have had the boilers reexamined by the commission of survey. Their report is annexed, marked F.

From this report you will regret to learn that the boilers have been condemned as unfit for further service. We can not even rely upon them for the short run of which it was supposed they might be made capable in the first report (B). In this unfortunate condition of affairs, what is to be done? The hull of the ship below her gun deck is believed to be sound. With a new gun deck, therefore, new upper works, and new boilers she would be nearly as good as a new ship. Will the Department direct her to be laid up in this port in charge of one of the midshipmen and a boat's crew, until the end of the war, when she may be taken to Southampton or some other British port for repairs? This is the course I would respectfully recommend. In time of peace she might be gotten round to Southampton under sail, aided to some extent, it may be, by her crippled steam power. Such of the crew (being foreigners) as prefer it, I would recommend to be discharged, and the officers and the remainder of the crew might be held available for another ship, if it be possible to procure one for them in Europe; or they might be directed to return home, whichever the Department might think best. The total number of my crew has been reduced by desertion to fifty-seven seamen and marines. The Department will be equally surprised, no doubt, with myself, to find that the boilers of the ship have given out after less than a year's service, but I understand that the

board of officers who originally examined the ship with reference to her purchase by the Government did not examine, or cause to be examined, her boilers and machinery.

I have the honor to be, very respectfully, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

P. S.—Two of the enemy's steamers, the *Tuscarora* and another, arrived last night, name not yet ascertained, are anchored in Spanish waters on the opposite side of the bay, and several others are expected, three, to wit, the *Dacotah*, the *Mohican*, and the *Mystic*, having been in Teneriffe a few days ago, in pursuit of us. I have taken the necessary precaution to prevent our crippled condition from becoming known to the enemy, that I may occupy the attention of as many of his cruisers as possible.

R. S.

[Enclosure A.]

C. S. S. SUMTER,
Bay of Gibraltar, January 23, 1862.

GENTLEMEN: You will hold a survey on the boilers and machinery of this ship and report to me the extent to which they will require to be repaired to enable her to continue her cruise. You will also examine the upper works of the ship and state to me how they may be strengthened and secured with as little expense as possible to render her seaworthy.

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Lieutenants J. M. KELL and R. T. CHAPMAN, First Assistant Engineer M. J. FREEMAN.

[Enclosure B.]

C. S. S. SUMTER,
Bay of Gibraltar, January 28, 1862.

SIR: In obedience to your order, we have held a survey on the boilers and machinery of this ship, and have to report as follows:

That the boilers must be lifted from their beds, requiring new arches and new legs, and other repairs, that can not be done with the facilities we have on board.

The machinery requires a thorough overhauling at a machine shop where proper mechanics and tools can be had. The condenser requires to be lifted and taken from its berth, which involves the removal of the hot-well air-pump and other parts of the machinery. The boilers are very defective in two or three places that can not be got at, unless they are lifted from their beds, and are liable at any time to give way; the other parts of the machinery can be patched in a week, to make a run of four or five days, if no other than a very low press of steam is required. With regard to the upper works of the ship, it is our opinion that she can not be made seaworthy unless the whole be removed, as they are rotten, both in the planking and in the ends of the beams, and if a heavy sea strikes her all of the upper works must give way.

In examining her hull, we find several of the knees started on the starboard side forward, also that the two planks just above the copper are so worm-eaten that in some places it will not bear the driving of the calking iron. It is our opinion that wherever these planks are so thoroughly honeycombed by the worm, they should be removed and new only put in before she can be pronounced seaworthy. We would recommend that after these new planks are put in, she be coppered two streaks higher up.

We have the honor to be, your obedient servants,

JOHN MCINTOSH KELL,
Lieutenant, C. S. Navy.
R. T. CHAPMAN,
Lieutenant, C. S. Navy.
M. J. FREEMAN,
Engineer, C. S. Navy.

Commander R. SEMMES, C. S. Navy,
Commanding C. S. S. Sumter.

[Enclosure C.]

C. S. S. SUMTER,
Bay of Gibraltar, February 10, 1862.

SIR: I have the honor to inform you that I have made every effort to procure a supply of coal, without success. The British and other merchants of Gibraltar, instigated, I learn, by the U. S. consul, have entered into the unneutral combination of declining to furnish the *Sumter* with coal on any terms. Under these circumstances, I trust the Government of her Majesty will find no difficulty in supplying me. By the recent letter of Earl Russell (January 31, 1862) it is not inconsistent with neutrality for a belligerent to supply herself with coal in a British port. In other words, the article has been pronounced, like provisions, innoxious, and this being the case it can make no difference whether it be supplied by the Government or an individual (the Government being reimbursed the expense), and this even though the market was open to me; much more then may the Government supply me with an innocent article, the market not being open to me. Suppose I had come into port destitute of provisions, and the same illegal combination had shut me out from the market, would the British Government permit my crew to starve? Or suppose I had been a sail ship, and had come in dismasted and the dockyard was the only place where I could be refitted, would you have denied me a mast? And if you would not deny me a mast, on what principle will you deny me coal, both articles being declared by your Government to be innoxious. The true criterion is not whether the Government or an individual may supply the article, but whether the article itself is noxious or innoxious. The Government may not supply me with powder; why? Not because I may have recourse to the market, but because the article is noxious. A case in point occurred when I was in Cadiz, recently. My ship was admitted into a Government dock and there repaired, firstly, because the repairs were innocent, and secondly, because there were no private docks in Cadiz. So here, the article is innocent, and there is none in the market (accessible to me); why may not the Government supply me? In conclusion, I respectfully request that you will supply me with 150 tons of coal, for which I will pay the cash; or, if you prefer it, I will deposit the money with an agent, who can have no difficulty, I

suppose, in purchasing the same amount of the material from some one of the hulks and returning it to her Majesty's dockyard.

I have the honor to be, very respectfully, your obedient servant,

R. SEMMES,
Commander.

Captain FREDERICK WARDEN, R. N.,
Senior Naval Officer, Gibraltar.

[Enclosure D.]

C. S. S. SUMTER,
Bay of Gibraltar, February 22, 1862.

SIR: I have the honor to ask the good offices of his Excellency the governor of Gibraltar, in a matter purely my own. On Wednesday last I dispatched from this port, in a French passenger steamer for Cadiz, on business connected with this ship, my paymaster, Mr. Henry Myers, and Mr. T. T. Tunstall, a citizen of the Confederate States and ex-U. S. consul at Cadiz. The steamer having stopped on her way at Tangier, and these gentlemen having gone on shore for a walk during her temporary delay there, they were seized by the authorities at the instigation of the U. S. consul and imprisoned. A note from Paymaster Myers informs me they are both heavily ironed and otherwise treated in a barbarous manner.

I learn further that the pretense upon which the unlawful proceeding was had is that it is authorized by treaty stipulation with the United States. Unfortunately, I have not a copy of this treaty in my possession, but I presume it provides in the usual form for the extradition of criminals and nothing more. I need not say to his Excellency that treaties of this description are never applied to political offenders, which, I presume, is the only category in which the U. S. consul pretends to place these two gentlemen. An occurrence of this kind could not have happened, of course, in a civilized community. The political ignorance of the Moorish Government has been shamefully practiced upon by the unscrupulous consul. I understand that the British Government has a diplomatic agent resident at Tangier, and a word from that gentleman would, no doubt, set the matter right and insure the release of the unfortunate prisoners. And it is to interest this gentleman in this humane task that I address myself to his Excellency. May I not ask the favor of his Excellency, under the peculiar circumstances of the case, to address Mr. Hay a note on the subject, explaining to him the facts and requesting his interposition? If any official scruples present themselves, the thing might be done in his character as a private gentleman. The Moorish Government would not hesitate a moment if it understood correctly the facts and principles of the case, to wit, that the principal powers of Europe have recognized the Confederate States as belligerents in their war against the United States, and that consequently the act of making war against these States by the citizens of the Confederate States is not an offense, political or otherwise, of which a neutral can take cognizance, and even if it were the former, no extradition treaty is ever meant to apply to such a case.

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Captain S. FREELING,
Colonial Secretary.

[Enclosure E.]

C. S. S. SUMTER,
Bay of Gibraltar, February 23, 1862.

[SIR:] I have the honor to inform your Excellency that intelligence has reached me of the imprisonment, by the Moorish Government, at Tangier, of Mr. Henry Myers, the paymaster of this ship, and Mr. T. T. Tunstall, a citizen of the Confederate States and late U. S. consul at Cadiz. I learn further that these gentlemen are heavily ironed and otherwise treated with inhumanity. I am utterly at a loss to conceive on what grounds this illegal imprisonment can have taken place, though I learn that the U. S. consul demanded it under some claim of extradition treaty stipulation. A word or two will suffice to set this matter right. It must, of course, be known to your Excellency that the Confederate States have been acknowledged by the principal powers of Europe as belligerents in the war in which they are engaged with the United States, and that consequently the paymaster of this ship, in any act of war in which he may have participated, can have been guilty of no offense, political or otherwise, of which any neutral power can take cognizance. Indeed, as before stated, the neutral powers of Europe have expressly recognized the right of the Confederate States to make war against the United States. No extradition treaty, therefore, can apply to Paymaster Myers. Mr. Tunstall, not being in the military or naval service of the Confederate States, can no more be brought within the terms of any such treaty than Paymaster Myers. I have, therefore, respectfully to demand in the name of my Government, and in accordance with the laws and practice of nations, that these two citizens of the Confederate States be set at liberty.

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

His Excellency the GOVERNOR OF TANGIER,
Morocco.

[Enclosure F.]

C. S. S. SUMTER,
Bay of Gibraltar, February 24, 1862.

SIR: In obedience to your verbal order of yesterday, to examine again the boilers of this ship, we have to report as follows: Since our survey of the 28th ultimo, steam was gotten up yesterday for the first time, and with a pressure of 12 pounds only, two heavy leaks sprung from a hard patch put on in New Orleans, which was apparently in sound condition before the fires were started. This leak was so great as to put out the fires in one of the furnaces, and from examination we have every reason to believe other parts of the boilers far more defective. With a pressure of 12 pounds of steam it is more than probable that other leaks will show themselves, which would at once cripple the ship. We therefore condemn the boilers as unfit for service.

We have the honor to be, very respectfully, your obedient servants,

JOHN M. KELL,
Lieutenant.
R. T. CHAPMAN,
Lieutenant.
M. J. FREEMAN,
Engineer.

Commander R. SEMMES,
C. S. S. Sumter.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, giving facts in the case of the arrest of Paymaster Myers, C. S. Navy.

C. S. S. SUMTER, *February 26, 1862.*

SIR: I have the honor to inform you that since the date of my last letter to you, the facts in the case of the arrest of Paymaster Myers have assumed a more definite shape. They are briefly as follows: Upon returning to the French packet steamer lying in the bay of Tangier he was arrested by Moorish soldiers upon the requisition of the U. S. consul, who claimed jurisdiction over him as a citizen of the United States under a treaty with Morocco. In my letter to you of the 24th instant I enclosed copies of letters which I had addressed to the governors of Tangier and Gibraltar on the subject. I now send you annexed copies of letters,* marked A and B, which have since passed between Mr. Hay, the British chargé resident at Tangier, and myself. These letters, together with those already sent, will put you in possession of all the facts of the case, prominent among which is the apparent apathy and indifference of the diplomatic officers whose mediation had been asked in the absence of the recognition of our Government and of an agent of our own. Notwithstanding the strong precedent established by all Europe in the *Trent* affair as to the legality and propriety of friendly interference between a neutral and a belligerent to preserve the peace, Mr. Hay has deemed it his duty not only to preserve silence, but to take especial pains to make his silence known to the Government of Morocco.

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.

Hon. J. M. MASON,
Commissioner Confederate States, London.

Letter from the Secretary of the Navy of the Confederate States to Hon. J. M. Mason, C. S. commissioner at London, transmitting letter of credit for the use of the commander of the C. S. S. Sumter.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, March 1, 1862.

SIR: I observe from the public newspapers that the C. S. war steamer *Sumter* is now at St. Roche [Roque], a Spanish port, and that her commander is without funds, and I take the liberty of enclosing herewith a letter of credit in favor of her paymaster, Henry Myers, C. S. Navy, on the house of Fraser, Trenholm & Co., of Liverpool, for £6,000, which I will thank you to transmit to him upon learning the port at which the steamer may be when you receive this letter, or inform him that you have in your possession the letter of credit.

The urgent necessities of the case constrain me to avail myself of every opportunity to communicate with Paymaster Myers and must plead my excuse for troubling you.

I have the honor to be, with much respect, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. JAMES M. MASON,
Commissioner of the Confederate States to Great Britain, London.

* See pp. 671, 672.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to the Secretary of the Navy of the Confederate States, giving additional facts in the case of the arrest of Paymaster Myers, C. S. Navy.

C. S. S. SUMTER,
Bay of Gibraltar, March 3, 1862.

SIR: Since I had the honor of addressing you on the 24th ultimo (dispatch No. 4), other letters (copies annexed, marked A and B) have passed between Mr. Hay, the British chargé at Tangier, Morocco, and myself on the subject of the imprisonment of Paymaster Myers by the Moorish authorities at that place. These letters, together with those already sent, will put you in possession of all the facts connected with that great outrage. I have further to report that on the 26th ultimo Paymaster Myers and Mr. Tunstall were delivered by the U. S. consul, aided by the Moorish authorities, to the commander of the U. S. sloop of war *Ino*, and that they are now prisoners on board that ship. There was considerable indignation expressed by the European residents in Tangier at this high-handed proceeding. They gathered in crowds in the streets, and it is said would have made an effort to rescue the prisoners had not their agitation been calmed by the advice of their respective consuls and by an address of Mr. Hay, who advised them that the affair was one exclusively between the parties concerned in it.

I have the honor to be, very respectfully, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

P. S.—The letter annexed, marked C,* [is] from Paymaster Myers, giving an account of his imprisonment. I have up to this date received no reply from the Moorish Government, and presume from the long delay that they do not intend to send any.

R. SEMMES.

[Enclosure A.]

C. S. S. SUMTER,
Bay of Gibraltar, February 23, 1862.

SIR: May I ask of you the favor to act unofficially for me in a matter of humanity by handing to the proper officer the enclosed communication, demanding the release from imprisonment in Tangier of the paymaster of this ship and of Mr. T. T. Tunstall, a citizen of the Confederate States. The Moorish authorities have evidently been imposed upon by false representations as to the character and status of these gentlemen. I hear that the U. S. consul demanded their imprisonment under some extradition treaty. The absurdity of such a claim will, of course, be apparent to you. We are recognized belligerents. Our acts of war are legal therefore, so far as all neutrals are concerned, and it can not be pretended that any officer of this ship can have committed any offense in any act of war in which he may have participated against the United States which Morocco can take cognizance of or bring under the terms of any extradition treaty.

I have the honor to be, very respectfully, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

JNO. HAY DRUMMOND-HAY, C. B.,
H. M. Chargé d'Affaires, Tangier, Morocco.

* Not found.

[Enclosure B.]

C. S. S. SUMTER,
Bay of Gibraltar, February 25, 1862.

SIR: I have had the honor to receive your letter of yesterday's date, in reply to mine of the 23d, informing me that—

> You (I) must be aware that her Britannic Majesty's Government have decided on observing a strict neutrality in the present conflict between the Northern and Southern States; it is therefore incumbent on her Majesty's officers to avoid anything like undue interference in any questions affecting the interests of either party which do not concern the British Government; and though I do not refuse to accede to your request to deliver the letter to the Moorish authorities, I think it my duty to signify distinctly to the latter my intention to abstain from expressing an opinion regarding the course to be pursued by Morocco on the subject-matter of your letter.

Whilst I thank you for the courtesy of delivering my letter, as requested, I must be permitted to express to you my disappointment at the course which you have prescribed to yourself, of refraining from expressing any opinion to the Moorish Government of the legality or illegality of its act. The Confederate States, having ample ability to maintain themselves in the war in which they are engaged with the United States, do not request or expect neutral powers to interfere in their behalf; nor can I conceive how your compliance with my request would have compromised you or your Government. I had supposed that the *Trent* affair, of so recent occurrence, had settled not only the right but the duty of the civilized nations of the earth to "interfere," in a friendly manner, to prevent wars between nations. It can not escape your observation that the course pursued by Europe in that affair is precisely analogous to that which I have requested of you. In that affair a quarrel arose between the United States, one of the belligerents in the existing war, and Great Britain, a neutral in that war; and, instead of refraining from offering advice, all Europe made haste to volunteer it to both parties. The United States were told by France, by Russia, by Spain that their act was illegal, and that they could, without a sacrifice of honor, grant the reparation demanded by Great Britain. Neither the nation giving the advice nor the nation advised supposed for a moment that there was any breach of neutrality in this proceeding; on the contrary, it was the general verdict of mankind that the course was not only legal but eminently humane and proper as tending to allay excitement and prevent the effusion of blood.

If you will run a parallel between the *Trent* case and the case in hand you will find it difficult, I think, to sustain the reasons you have assigned for your forbearance. In that case the quarrel arose between a neutral and a belligerent; so in this case. In that case citizens of a belligerent State were unlawfully arrested on the high seas in a neutral ship by the opposite belligerent and imprisoned. In this case citizens of a belligerent State have been unlawfully arrested by a neutral in neutral territory and imprisoned. Does the fact that the offense was committed in the former case by a belligerent against a neutral, and in the latter case by a neutral against a belligerent, make any difference in the application of the principle we are considering? And, if so, in what does the difference consist? If A strikes B is it lawful to interfere to prevent a battle? And if B strikes A is it unlawful to interfere for the same purpose? Can the circumstance that the prisoners seized by one belligerent in the *Trent* affair were citizens of the other belligerent alter the application of the principle? The difference, if any, is in favor of the present case, for whilst the belligerent in the former case was compelled to release its enemies, whom, under proper conditions, it would have had the right to capture, in the latter case a neutral is to

be advised to release prisoners who are not its enemies, and whom it would have no right to capture under any circumstances.

Upon further enquiry I learn that my first supposition that the two gentlemen in question had been arrested under some claim of extradition (unfortunately I have not a copy of the treaty between Morocco and the United States) was not exactly correct. It seems that they were arrested by Moorish soldiers upon the requisition of the U. S. consul, who claimed to exercise jurisdiction over them as citizens of the United States under a provision of a treaty common between what are called the noncivilized and the civilized nations. This state of facts does not alter in any degree the reasoning applicable to the case. If Morocco adopts the status given the Confederate States by Europe she must remain neutral between the two belligerents, not undertaking to judge of the nationality of the citizens of either of the belligerents, or to decide any other question growing out of the war which does not concern her own interests. She has no right, therefore, to adjudge a citizen of the Confederate States to be a citizen of the United States, and not having this right herself she can not transfer it by treaty to the U. S. consul.

I trust you will not understand that I have written in a tone of remonstrance or complaint. I have no ground on which to demand anything of you. The friendly offices of nations, like those of individuals, must be spontaneous; and if in the present instance you have not deemed yourself at liberty to offer a word of friendly advice to a barbarian government, which has evidently erred through ignorance of its rights and duties in favor of unfortunate citizens of a friendly government, connected with the Government which you represent by many ties of consanguinity and interest, I have no word of remonstrance to offer. You are the best judge of your own actions.

I have the honor, etc.,

[R. SEMMES.]

J. H. DRUMMOND-HAY, C. B.,
H. M. Chargé d'Affaires, Tangier, Morocco.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, regarding the arrest and imprisonment of Paymaster Myers, C. S. Navy, and Mr. T. T. Tunstall.

C. S. S. SUMTER,
Bay of Gibraltar, March 3, 1862.

SIR: I have the honor to inform you that on the 26th ultimo Paymaster Myers and Mr. T. T. Tunstall, whose capture and imprisonment at Tangier were reported to you in my last dispatch, were delivered by the U. S. consul at that place to the commander of the U. S. sloop of war *Ino*, on board of which vessel they are now prisoners. The consul was assisted in this nefarious work by Moorish officials and soldiers. It is reported that the European residents at Tangier were so outraged by this proceeding that they assembled in the streets and would have rescued the prisoners but for the interference of their consuls, headed by Mr. Hay, the British chargé, who advised them to disperse, as the arrest was no business of theirs. Do me the favor to forward the enclosed dispatch to the Secretary of the Navy. The letter, C,* annexed to this dispatch is from Mr. Myers, giving me an account of his arrest

* Not found.

and imprisonment. By a perusal of it you will perceive with what indignity he was treated.

Do me the favor also to forward the enclosed private letter for my family, to the Hon. T. J. Semmes, New Orleans.

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. J. M. MASON,
Commissioner Confederate States,
Fenton Hotel, St. James street, London, England.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. John Slidell, C. S. commissioner at Paris, regarding the arrest and imprisonment of Paymaster Myers, C. S. Navy, and Mr. T. T. Tunstall.

C. S. S. SUMTER,
Bay of Gibraltar, March 4, 1862.

SIR: In my letter to you of the 25th ultimo I gave you an account of the capture and imprisonment at Tangier, in the Empire of Morocco, of Paymaster Henry Myers, of this ship, and of Mr. T. T. Tunstall, one of our citizens. I enclosed you at the same time a copy of the correspondence which had been passed between myself and the authorities of Tangier and Gibraltar on the subject. I now have the honor to inform you that on the 26th ultimo these two gentlemen were delivered by the U. S. consul at Tangier, aided by Moorish soldiers, to the commander of the U. S. sloop of war *Ino*, and that they are now prisoners on board that ship. There was a good deal of excitement on the occasion among the European residents of Tangier, who manifested an intention to rescue the prisoners, but the several consuls, headed by Mr. Hay, British chargé, having interfered, the disturbance was quelled and the people were induced to retire and permit the Moorish Government to consummate the outrage. The name of the French steamer on board which Messrs. Myers and Tunstall embarked at this place for Cadiz is *Villa de Malaga.*

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. JNO. SLIDELL,
Commissioner Confederate States, Paris, France.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, regarding the disposition of his vessel, officers, and crew.

C. S. S. SUMTER,
Gibraltar, March 6, 1862.

SIR: I have had the honor to receive your letter of the 22d instant [ultimo] informing me of the steps you had taken to remove my difficulty with reference to a supply of coal. Before this reaches you you will have received my letters of the 24th and 25th instant [ultimo], enclosing a copy of the second survey of my ship, from which it will appear that a supply of coal is no longer necessary to her for the present.

I hope you will find no difficulty in authorizing me to make the arrangements suggested in those letters as to the disposition of my ship, officers, and crew.

It would be a useless expense to the Government, without corresponding advantage, to keep the ship in commission when she can no longer be useful.

I learn from Lieutenant North that the ship constructed for our Government in Liverpool has been sent empty to Havana, to evade the vigilance of the British Government. Indeed, it is quite manifest that there is a combination of all the neutral nations against us in this war and that in consequence we shall be able to accomplish little or nothing outside of our own waters. They pretend to be neutral, it is true, but it is only a pretense. The rule adopted in the beginning of the war excluding our prizes from their ports was meant to deprive us of the right of maritime capture, and it has had that effect. It is absurd to contend that because the rule was applied in terms to both parties alike it was a just or equal rule. The powers of Europe knew when they penned it that its effect upon the United States would be null, whilst it would drive us from the ocean, or rather prevent us from taking it. They knew that all the ports of the United States being open it would not inconvenience the enemy, whilst ours being all shut, if we could not send prizes into European ports we could not send them anywhere. They had determined at the congress of Paris that privateering should be suppressed, and although they could not suppress it in terms as regarded ourselves, they have equally accomplished their object by means of this unjust and unneutral rule. They knew that privateers would not take the ocean unless in pursuit of booty; that private capitalists would not risk their money without an equivalent; and that if they prohibited the privateers from taking their prizes into their ports, the ports of the privateers being blockaded, the stimulus of booty would be withdrawn and privateering would be knocked in the head. And such we see to be the fact. If a just rule of neutrality had been adopted, one which would have enabled us equally with the enemy to send in our prizes for adjudication, the seas would be swarming to-day with our privateers. With regard to our men-of-war, they know that we can not have access to our own dockyards for repairs and supplies whilst these resources are open to the enemy, and yet they put stringent rules shutting us out from their ports, hypercritically pretending that the rules are neutral because they apply in terms to both parties. The fact is, we have got to fight this war out by ourselves, unaided, and that, too, in our own terms. We can beat the enemy and maintain our independence, and I trust we shall recollect the attitude of Europe when we come to arrange treaties of commerce with them; that we shall regard them as they have regarded us, as strangers, and that all our dealings with them will be predicated upon our interests and not upon our friendships.

Excuse me from wandering a little from the record, as you lawyers term it, but I have been led into this train of remark by the consideration of the condition to which my ship has been reduced by the unfriendliness of the European powers. Under the merest shadow of justice I should have been permitted to repair in Cadiz.

I am, very respectfully and truly, your obedient servant,

R. SEMMES,
Commander, C. S. Navy.

Hon. J. M. MASON,
Commissioner Confederate States, London.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, acknowledging letter of advice.

C. S. S. SUMTER,
Bay of Gibraltar, March 14, 1862.

SIR: I have had the honor to receive your letter of the 6th instant, advising me to remain in *statu quo*, with my ship, preserving my sectes [*sic*] of her disability, and occupying the attention of the enemy's cruisers. I will do this, though the prospect of inactivity for some months is by no means a pleasant one. There are at the present moment three of the enemy's ships in these waters, viz, the steamers *Kearsarge* and *Tuscarora*, and the sailing sloop of war *Ino*. Two other steamers are reported to be cruising between this and Cadiz. We are thus occupying the attention of the enemy to the extent of many times our own force. May I ask of you the favor, in the meantime, to send me an occasional newspaper from home and to drop me a line should any thing of importance occur? As, possibly, my absence from my ship might occasion criticism and conjecture, I think it best not to visit London for the present.

With many thanks for your kind invitation,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. J. M. MASON,
Commissioner Confederate States.

Letter from Hon. J. M. Mason, C. S. commissioner at London, to the Secretary of State of the Confederate States, regarding the arrest and imprisonment of Messrs. Myers and Tunstall at Tangier.

C. S. COMMISSION, *London, March 18, 1862.*

SIR: Delay in the departure of the steamer *Pacific* enables me to send a further dispatch. I transmit with this reports from Captain Semmes of the *Sumter* at Gibraltar, to the Secretary of the Navy. They were sent to me open for perusal and contain (*inter alia*) details of the late arrest and imprisonment of Paymaster Myers of that ship, and of Mr. Tunstall, a citizen of the Confederate States, who was with him, by the U. S. consul at Tangier, with the aid of the Moorish authorities, and of the final delivery of these gentlemen as prisoners on board of the U. S. sloop of war *Ino*. I had all the papers relating to this arrest copied and sent them to Earl Russell, with a note stating that I did so after observing that this transaction had been made a subject of enquiry in the House of Commons. In my note to Earl Russell I did not ask for any action of or intervention by this Government.

I enclose also with this a slip from the London Herald of this morning, containing a like enquiry, by a question put last night in the House of Commons to Mr. Layard, one of the under secretaries, with his answer. The subject was dropped after the answer of Mr. Layard, who, as will be observed, did not respond to the query in the closing paragraph of the question.

In a late note to Mr. Slidell I suggested that these gentlemen, being passengers on board a French packet steamer and having landed only for a walk on shore (*animo revertendi*), whilst the ship remained at Tangier, might be considered as remaining under the protection of the French flag, and thus the Emperor be disposed to take up the quarrel. A letter from him which crossed mine en route showed that he had anticipated the view I suggested, but did not say whether he would present it to Mr. Thouvenel. It is certainly a gross outrage on the

feebleness of the Moorish Government, and although neither England nor France may interfere, yet it brings the Government of the United States under the grave condemnation of all Europe.

I should have stated above that soon after the occurrence was known here a question was put by a member of the House of Commons to the under secretary of state, enquiring whether the Government had any information concerning it, when the reply briefly was that the Government had been informed by telegraph, but accompanied by a statement that the prisoners had been subsequently released.

I have the honor to be, etc.,

J. M. MASON.

Hon. SECRETARY OF STATE
OF THE CONFEDERATE STATES OF AMERICA.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. John Slidell, C. S. commissioner at Paris, relative to the case of the arrest of Paymaster Myers, C. S. Navy, and Mr. Tunstall.

C. S. S. SUMTER.
Bay of Gibraltar, March 19, 1862.

SIR: I have had the honor to receive your note of the 8th instant informing me that you had referred the subject of the capture of Paymaster Myers and Mr. Tunstall to Mr. Thouvenel, the French minister for foreign affairs, but that the impression prevailed in Paris that those gentlemen had been liberated. With regard to the latter fact you have, of course, been undeceived before this.

The enemy's sloop of war *Ino* came into the Spanish portion of this bay (Algeciras) with the prisoners on board on the 28th of February and sailed again on the next day. On the 6th of March she appeared off Cadiz, and after having communicated with the U. S. consul at that port, transferred the prisoners (6 miles outside of the Cadiz light) to the U. S. merchant ship *Harvest Home*, bound for Boston, so that probably by the time this reaches you the gentlemen will be in Fort Warren. The French consul-general at Tangier must have kept his Government badly informed on the subject, since the latter supposed as late as the 8th instant that the prisoners had been liberated. I trust that you will be able to make something out of the case. It is one in which all the Christian powers, it seems to me, are interested. If this precedent is to stand, a French or an English subject may be seized to-morrow upon the simple requisition of a consul and handed over to his enemy. And then, as I remarked to you in my first letter, is not the honor of the French flag involved? It is admitted that as between civilized States this question of the flag would not arise—the parties having disembarked, though only for a time—but a different set of rules has been applied in the dealings of Christian powers with the non-Christian or noncivilized powers, as is shown by this very arrest under a claim of jurisdiction by a consul.

A Frenchman in Morocco is, by treaty, under the protection of the French consular flag. If he commits an offense he is tried and punished by his consul, regardless of the fact that he is literally within the jurisdiction of Morocco. And these concessions have been demanded by the Christian nations for the security of their subjects. Should a French citizen, visiting Morocco, having landed only *in itinere*, be the less entitled to the protection of his flag because his flag flies from the masthead of his ship instead of from the consular residence, supposing the consul to be temporarily absent? And if a Frenchman would be

protected under these circumstances, our citizens embarked under the French flag are entitled to similar protection.

But what appears to me most extraordinary in this case is the apathy, or rather the fear of their own governments, manifested by the representatives of the Christian powers present. A friend of mine, the captain of an English frigate here, visited Tangier soon after the occurrence, and he informs me that the Moorish authorities were sorely perplexed during the pendency of the affair, and that they implored advice from the Christians present, but that no one diplomatic or consular officer would volunteer a word. As you have already been informed, Mr. Drummond-Hay, the British chargé, to whom I made a special appeal, not only preserved a dignified reticence, but took pains to inform the Government that he did not mean to give them any advice. To add to the embarrassment of the ignorant Moors, the truculent Yankee consul threatened to haul down his flag and leave the country if his demand was not complied with. And to give force to this threat, the *Ino*, which had come to receive the prisoners, landed forty of her crew, well armed. My informant further states that the Moors are in great trouble at what they have done, and would give anything to undo it, if it were possible.

I have read the accounts of our recent defeats in the West with much anxiety, not of course as to the ultimate results, but I fear the successes of the enemy will encourage him to prolong the war, notwithstanding the *Sumter* has "carried the war into Africa."

Do you see no gleam of daylight in Paris? for I am convinced the light must come from that quarter. The English people, notwithstanding the *Trent* affair, have been so thoroughly bullied by the Yankees that it is not to be hoped they will regain their courage during the war. Lord Russell's conduct reminds me of that of a cowardly fellow, who, under pressure, has sent a challenge which he secretly hopes will not be accepted, and having gotten well out of the scrape is profuse of affection for his late adversary. I think England, however, will timidly follow the lead of Louis Napoleon if he will take the initiative. And if England and France will act in concert, they need not either of them fear a war with the Yankees. They will come down as tamely as they did in the *Trent* affair.

Do me the honor to present me kindly to Mrs. Slidell and the young ladies.

I am, very respectfully, etc.,

[R. SEMMES.]

Hon. JOHN SLIDELL,
Commissioner, etc., Paris.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, relative to the arrest and imprisonment of Paymaster Myers, C. S. Navy, and Mr. Tunstall.

C. S. S. SUMTER,
Bay of Gibraltar, March 19, 1862.

SIR: I have had the honor to receive your letter of the 8th instant informing me that as late as the 7th of March the English Government was under the impression that Paymaster Myers and Mr. Tunstall had been released from imprisonment and requesting me to telegraph you if the contrary should be the fact.

The lack of information of the under secretary of state is somewhat remarkable, as no one has supposed here from the beginning that these gentlemen had been liberated. On the contrary, the sloop of war

Ino, of the enemy, came into this bay (Spanish side) on the 28th of February with the prisoners on board and sailed with them on board the next day. On the 6th instant, having communicated with the U. S. consul at Cadiz, the *Ino* (lying 6 miles outside of Cadiz light) transferred the prisoners to an U. S. merchant ship called the *Harvest Home*, bound for Boston. As you will perceive from the narration of these facts, it was unnecessary for me to telegraph you, as the prisoners, though they had not been released, had been placed beyond the reach of the British Government, even if you could have induced that Government to interfere, which I very much doubt. You have of course been informed through the press that the Moorish Government was anxious to liberate the prisoners, but that they were bullied into acquiescence by the truculent consul (backed by the presence of a war ship, which landed forty armed men on the occasion), who declared that he would haul down his flag and quit the country if his demand was not complied with. A friend of mine, in command of an English frigate here, visited Tangier in his ship soon after the occurrence, and he informs me that the Moorish Government was sorely perplexed during the pendency of the affair and appealed in vain for advice to the representatives of the Christian powers present, and that it now regrets beyond measure the course it was induced to pursue and would give anything to be able to remedy the evil. The more I reflect upon this matter the more extraordinary the conduct of the gentlemen appealed to by the Moorish Government appears to me. They seem to have been paralyzed by the fear of offending their respective governments, instead of acting like men of sense and interposing to prevent so gross an outrage against the laws of nations and a Christian State. This may all be very good diplomacy, but it strikes me as a great want of common sense. A word of advice, given unofficially even, would have been an act of kindness to the ignorant Moors in keeping them out of a scrape, as well as to ourselves. As the case now stands, we shall be obliged, as soon as we have gotten rid of the Yankee war, to settle accounts with his Majesty of Morocco.

Besides the three ships of the enemy reported to you in my last letter, the sloop of war *St. Louis*, of twenty guns, has arrived at Cadiz, some twelve hours distant from this place.

I have read the accounts of our recent defeats in the West with much anxiety, not of course as to final results, but as to the effect which they will probably have in prolonging the war. I trust you will facilitate the transmission of my dispatches (both original and duplicate and by different conveyances) to the Secretary of the Navy and communicate to me the earliest intelligence from him, as both my officers and myself feel that we could probably be more usefully employed at home. Still I can not move without orders.

I have the honor to be, very respectfully and truly, yours, etc.,

R. SEMMES.

Hon. JAS. M. MASON,
Commissioner Confederate States, London.

Letter from Hon. J. M. Mason, C. S. commissioner at London, to the Secretary of State of the Confederate States, regarding suggestions given to Captain Semmes, C. S. Navy, as to the disposition of the C. S. S. Sumter.

LONDON, *March 20, 1862.*

SIR: Since closing my dispatch of the 11th instant, I have received a letter from Captain Semmes, of the *Sumter*, dated at Gibraltar on the 14th instant, in reply to one from me on the 6th.

Captain Semmes, in his report to the Secretary of the Navy, which goes with this dispatch, states that on a further survey of his ship, after getting up steam for the purpose only of changing his berth, he found the boilers so worn or burned out as to render them unfit for further use, and rendering it unsafe to rely on them even for the short voyage contemplated to a near European port for repairs which he could not make at Gibraltar.

In this state of things he reported to the Secretary of the Navy, and by letter to me, that there was no alternative but either to sell the ship for what she would bring or to lay her up where she was in charge of a midshipman and boat's crew, to the end of the war. And in the uncertainty of being able to hear from the Secretary he asked my advice in the dilemma. At that time he was watched only by the enemy's steamer *Tuscarora*, which was lying at Algeciras, on the opposite side of the bay. In view of the fact that his ship was disabled for further service afloat, and that as long as she remained in port one or more of the enemy's ships would be engaged in looking after her, I considered that the most useful service he could render, under the circumstances, was to keep his own counsel and lie where he was as though the presence of the enemy alone prevented his getting to sea, thus depriving the enemy for the time of the services of the ships on watch. The letter of Captain Semmes above referred to, of the 14th, tells me that he has determined to follow my suggestion, and also that three vessels of the enemy were then in the bay watching his movements, to wit, the steamers *Tuscarora* and *Kearsarge* and the *Ino*, sloop of war; and that two other steamers were reported cruising for him between Cadiz and Gibraltar. I think, therefore, that with a disabled ship he is doing good service.

I have, etc.,

J. M. MASON.

The SECRETARY OF STATE.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. P. A. Rost, C. S. commissioner at Madrid, regarding a breach of neutrality on the part of the Spanish Government.

C. S. S. SUMTER,
Bay of Gibraltar, March 27, 1862.

SIR: I have the honor to state for your information that the Government of Spain has been guilty of a palpable violation of neutrality in the course it has thought proper to pursue in relation to this ship under my command, and several ships of the enemy; for whilst this ship was expelled from the port of Cadiz in January last under a pretended enforcement of the Spanish proclamation of neutrality, the ships of war, the *Tuscarora* and *Kearsarge*, of the enemy have been permitted to remain in the port of Algeciras for the last six weeks without molestation.

The enclosed copies of letters, marked A* and B*, the originals of which were received by me from the civil governor of Cadiz when I was in that port, will verify the fact that my expulsion, and the shelter given in Algeciras to the ships of the enemy, is so patent that it will not be denied. The first of these letters, marked A, informed me that according to the Spanish rule of neutrality I could not remain in the waters of Cadiz longer than twenty-four hours except for necessary repairs; and

*Not found.

the second, marked B, informed me that my ship having been repaired I must depart immediately. I subsequently received a verbal message from the commandant of the plaza commanding me to depart within six hours. As I had not then received funds for which I was waiting with which to purchase coal and provisions, and supposing that the local authorities might be acting without the authority of the central government, I desired that this question of my departure might be referred to the government of Madrid. This was done by telegraph and the commandant of the plaza sent an officer to inform me a few hours afterwards that the Madrid government had graciously decided to permit me to remain forty-eight hours longer, but that I must positively depart at the end of that time. As so short a respite could be of no use to me I got underway immediately with the few tons of coal that still remained on board and steamed round to this place. I submit these facts to you that you may demand an explanation of them of the Spanish Government should you deem it necessary. The question to be asked of the Spanish Government is plainly this: "On what principle of neutrality is it that the C. S. S. *Sumter* was expelled from Cadiz in January last without being permitted even to await the arrival of funds which she was daily expecting, whilst the U. S. steamers *Tuscarora* and *Kearsarge* have been permitted to remain in Algeciras for six weeks in observation of the *Sumter*, and are still permitted to remain there?"

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. P. A. ROST,
Commissioner, etc., Madrid.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, requesting authority to lay up that vessel and proceed to the Confederate States.

C. S. S. SUMTER,
Bay of Gibraltar, March 30, 1862.

SIR: I had the honor to address you a note a day or two ago requesting you to assume the responsibility of giving me an order to lay the *Sumter* up, that my officers and myself may return to the Confederate States to take a more active part in the war. I now enclose you a copy of a letter* addressed to me by the wardroom officers of this ship on the same subject, from which you will perceive that there is no difference of opinion between us as to the policy and propriety of the step indicated. Each succeeding mail is bringing us intelligence that the enemy is pressing us on all sides, and it would seem that we shall have occasion for every arm and all our energies and resources to defend ourselves. The most that we could hope to accomplish by remaining where we are would be, perhaps, to occupy the attention of an additional steamer of the enemy. One steamer will always remain to watch the ship, in whatever condition she may be, and probably no more than two would continue the blockade if the officers remained by her. The enemy having some three hundred armed ships afloat, one ship would seem to make no appreciable difference in his offensive force. I would not press this matter upon you so earnestly if there was any certainty of my hearing from the Secretary of the Navy in any reasonable time, but my dis-

* Not found.

patches are liable to capture, as are his dispatches to me, and many months may therefore elapse before I can receive his orders. I can readily understand how, under ordinary circumstances, you might hesitate about giving me this order, but there are frequent occasions in which responsibility must be assumed, and I respectfully suggest that this is one of them.

To lay the *Sumter* up without an order from the Navy Department involves responsibility, either in you or in me; and, as I stated to you in my last note, it appears to me that this responsibility may be assumed by you with more propriety than by myself, as you are a high functionary of the Government, while I am a mere subordinate of a department. The question of expense, too, is to be considered; the expenses of the ship, with the utmost economy, being, in round numbers, $1,000 per month. Should you decide upon giving me the order, do me the favor to telegraph me as follows, viz: "Your request is granted; act accordingly." Address me also by mail, as it will take some days to wind up affairs, and I shall have ample time to receive your letter before leaving for London.

Respectfully, etc.,

R. SEMMES.

Hon. JAS. [M.] MASON,
Commissioner, etc., London.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Her Britannic Majesty's colonial secretary at Gibraltar, denying statement regarding coal.

C. S. S. SUMTER,
Bay of Gibraltar, March 31, 1862.

SIR: I have had the honor to receive your note of this day's date stating that the governor had been officially informed that coal had been supplied to the *Sumter* at nighttime, and especially from 10 to 3 o'clock on the night of the 19th instant. In reply to this I have to state that some one has imposed upon the credulity of his Excellency, there not being a word of truth in the whole statement.

I have the honor to be, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Captain S. FREELING,
Colonial Secretary.

Letter from Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, to Her Britannic Majesty's colonial secretary at Gibraltar, denying the statement regarding the reception of coal by that vessel.

C. S. S. SUMTER,
Bay of Gibraltar, April 11, 1862.

SIR: I have had the honor to receive your letter of this date, transmitting to me on behalf of his Excellency the governor a copy of the deposition made by George A. Whipple, a deserter from this ship, corroborating the statement heretofore made to his Excellency of the *Sumter's* having received coal on board in this port.

I pray you to present my thanks to his Excellency for the trouble he has taken in this matter, and for his polite attention in transmitting me a copy of the deposition aforesaid. In relation to said deposition

I have to remark that it is a sheer fabrication from beginning to end, and I am mortified to find that a citizen of one of the Northern States of the late United States has been capable of perjuring himself so solemnly on the Holy Evangelists of Almighty God.

I have the honor, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Captain S. FREELING,
Colonial Secretary at Gibraltar.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, of his intention to leave that vessel at Gibraltar and proceed to London.

C. S. S. SUMTER,
Bay of Gibraltar, April 13, 1862.

SIR: In my dispatch of the date of 24th February last (No. 4), I had the honor to report to you the disabled condition of this ship, and to recommend that she be laid up in this port in charge of a midshipman and boat's crew until the end of the war. Subsequently to the date of that dispatch I addressed a note to the Hon. J. M. Mason, our commissioner in London, requesting him to anticipate the action of the Department and assume the responsibility of giving me an order to lay the ship up. Mr. Mason did this by telegram to me of the 7th instant. My reasons for making this request of Mr. Mason were as follows, to wit:

First. The boilers of the ship had been condemned by a survey, and the hull of the ship reported unseaworthy without extensive repairs;

Second. The impossibility of renewing the boilers or repairing the ship in this port;

Third. The great uncertainty, not to say impossibility, of taking the ship to any other port where the requisite repairs could be made, she being blockaded by two of the enemy's steamers, each of superior force;

Fourth. The great length of time which must necessarily elapse before the Department could be heard from in consequence of the blockade of our coast;

Fifth. The expense of keeping a disabled ship in commission; and,

Sixth. A desire to release my officers from a useless inactivity in order that they might return home and take a more active part in the war.

In opposition to these reasons there was but one point which presented itself. I was now occupying the attention of two of the enemy's steamers, and one of these might be withdrawn if I laid the ship up. I deemed this of small moment, however, and immediately upon the receipt of Mr. Mason's order I set about making the necessary dispositions to carry it into effect.

I now have the honor to report to you that I have discharged and paid off in full all the crew (numbering 50), except 10; that I have placed Midshipman R. F. Armstrong, assisted by Acting Master's Mate J. T. Hester, in charge of the ship, with provisions and funds for ten or twelve months, and that I have directed all the other officers to return to the Confederate States and report themselves to the Department. I will myself proceed to London, and after conferring with Mr. Mason make the best of my way home. I trust the Department will see in what I have done an anxious desire to advance the best interests

of our country, and that it will justify the responsibility which, in the best exercise of my judgment, I felt it my duty to assume in the difficult circumstances by which I was surrounded and embarrassed.

Enclosed is a copy of my order to Midshipman R. F. Armstrong and a list of the officers and men left on board ship.

I have the honor to be, very respectfully, your obedient servant,

[R. SEMMES,
Commander, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary of the Navy

[Enclosure.]

C. S. S. SUMTER,
Bay of Gibraltar, April 13, 1862.

SIR: Having received an order from the Hon. J. M. Mason, commissioner of the Confederate States in London, to lay the *Sumter* up in Gibraltar in consequence of her disabled condition, I hereby place you in charge of said ship, with Master's Mate J. T. Hester and nine seamen under your command. The paymaster will turn over to you the clothing and provisions of the ship and will also deliver you a sum of money to defray your current necessary expenses. You will be charged with all these articles at the Navy Department, and you must keep a regular set of accounts to show how you shall have expended the same or any part thereof. You will remain by the ship, taking good care of her and of the property on board until you shall receive further orders from the Government, and you will be careful to do no act to infringe the neutrality of the port.

I have the honor to be, very respectfully, etc.,

[R. SEMMES,
Commander, C. S. Navy.]

Midshipman R. F. ARMSTRONG, C. S. Navy.

Letter from Commander Semmes, C. S. Navy, late commanding C. S. S. Sumter, to Hon. J. M. Mason, C. S. commissioner at London, recommending certain officers of the C. S. S. Sumter for duty under Captain Bulloch, C. S. Navy.

LONDON, *April 28, 1862.*

SIR: I have the honor to inform you that the following persons, late of the C. S. S. *Sumter*, are in this city and in Liverpool, and as I understand that Commander Bulloch is fitting out a ship at the latter place, I would recommend that some of these officers be ordered to report to him, say as follows:

First Assistant Engineer Freeman, Third Assistant Engineer O'Brien, Third Assistant Engineer Cummings, Boatswain McCaskey, Sailmaker Beaufort, Gunner Cuddy, Midshipman Wilson.

The marine, Thompson, I would recommend to be sent to the Confederate States.

I have the honor to be, etc.,

R. SEMMES.

Hon. J. M. MASON,
Commissioner Confederate States.

P. S.—Carpenter Robinson might also be ordered to report to Captain B.

Report of Commander Semmes, late commanding C. S. S. Sumter, of the abandonment of that vessel at Gibraltar and his arrival at Nassau, New Providence.

NASSAU, NEW PROVIDENCE, *June 15 to 20, 1862.*

SIR: I have the honor to inform you of my arrival at this place on the 8th instant, in twenty days, from London. I found here Lieutenants Maffitt and Sinclair and received from the former your letter of May 29, enclosing a copy of your dispatch to me of May 2. As you might conclude from the fact of my being here, the original of the latter communication had not reached me, nor, indeed, had any communication whatever from the Department. As you anticipated, it became necessary for me to abandon the *Sumter*, in consequence of my being hemmed in by the enemy in a place where it was impossible to put the necessary repairs upon her to enable her to take the sea.

For some days after my arrival at Gibraltar I had hopes of being able to reach another English or a French port, where I might find the requisite facilities for repair, and I patched my boilers and otherwise prepared my ship for departure. In consequence of a combination of the coal merchants against me, however, I was prevented from coaling; and, in the meantime, the enemy's steamers *Tuscarora* and *Kearsarge* and the sailing sloop *Ino* arrived and blockaded me. Notwithstanding the arrival of these vessels, I should have made an effort to get to sea but for the timely discovery of further defects in my boilers, which took place under the following circumstances: An English steamer having arrived from Liverpool with an extra quantity of coal on board offered to supply me. I got steam up to go alongside of her for the purpose, when, with a very low pressure, my boilers gave way in so serious a manner as to extinguish the fires in one of the furnaces. I was obliged of course to "blow off," and upon a reexamination of the boilers by a board of survey it was ascertained that they had been destroyed to such an extent as to render them entirely untrustworthy. It was found, indeed, to be necessary either to supply the ship with new boilers or to lift the old ones out of her and renew entirely the arches and other important parts of them, which could only be done in a machine shop and with facilities not to be found at Gibraltar.

In this state of things it became necessary, in my judgment, either to lay the ship up or to sell her. Of course, the remaining by her of myself, my officers, and crew, in her disabled and useless condition, was not to be thought of. Still, I felt that the responsibility was a grave one, and deeming it more respectful to the Department that it should be assumed by some one higher in authority than myself, I reported the facts to the Hon. James M. Mason, our commissioner in London, and requested him to assume the power. This he did very promptly, and in a few days afterwards I discharged and paid off in full all the crew except ten men, and detached all the officers except Midshipman Armstrong and a master's mate. I placed Mr. Armstrong in charge of the ship, supplied him with money and provisions sufficient for himself and his diminished crew for ten months, and departed myself for London, whither most of the officers also repaired on their way to the Confederate States. Upon my arrival in London I found that the *Oreto* (*Florida*) had been dispatched some weeks before to this place; and Commander Bulloch having informed me that he had your orders to command the second ship he was building himself I had no alternative but to return to the Confederate States for orders. It is due to Commander Bulloch to say, however, that he offered to place himself entirely under my orders, and even to relinquish to me the

command of the ship he was building: but I did not feel at liberty to interfere with your orders.

Whilst in London I ascertained that a number of steamers were being prepared to run the blockade with arms, etc., and instead of dispatching my officers at once for the Confederate States, I left them to take charge of these ships, as they should be gotten ready, and run them in, deeming this the best service they could render the Government under the circumstances. I came hither myself (accompanied by my first lieutenant and surgeon), a passenger in the British steamer *Melita*, laden with arms, etc., with the same intention. It is fortunate that I made this arrangement, as many of my officers still remain in London, and I shall be able to detain them there, to take them with me in the execution of your order of the 2d of May, assigning me to the command of the *Alabama*. In obedience to this order I shall return by the first conveyance to England, when the joint energies of Commander Bulloch and myself will be directed to the preparation of this ship for sea. I will take with me Lieutenant Kell, Surgeon Galt, and Lieutenant of Marines Howell. Mr. Howell and Lieutenant Stribling having reached this port a few days before me, in the British steamer *Bahama*, from Hamburg, laden with arms, etc., for the Confederacy. At the earnest entreaty of Lieutenant Commanding Maffitt, I have consented to permit Lieutenant Stribling to remain with him as his first lieutenant, on board the *Florida*. The *Florida's* officers not yet having arrived, Mr. Stribling's place on board the *Alabama* will be filled by Midshipman Armstrong, promoted.

It will doubtless be a matter of delicacy and management to get the *Alabama* safely out of British waters without suspicion, as Mr. Adams, the Northern envoy, and his numerous satellites are exceedingly vigilant in their espionage. We can not, of course, think of arming her in a British port. This must be done at some concerted rendezvous, to which her battery and the most of her crew must be sent in a merchant vessel.

The *Alabama* will be a fine ship, quite equal to encounter any of the enemy's sloops of the class of the *Dacotah*, *Iroquois*, *Tuscarora*, etc.; and I shall feel much more independent in her upon the high seas than I did in the little *Sumter*. I think well of your suggestion of the East Indies as a cruising ground, and hope to be in the track of the enemy's commerce in those seas as early as October or November next, when I shall doubtless be able to make other rich "burnt offerings" upon the altar of our country's liberties. Lieutenant Sinclair having informed me that you said, in a conversation with him, that I might dispose of the *Sumter* either by laying her up or selling her, as my judgment might approve, I will, unless I receive contrary orders from you, dispose of her by sale upon my arrival in Europe. As the war is likely to continue for two or three years yet it would be a useless expense to keep a vessel so comparativly worthless so long at her anchors. I will cause to be sent to the *Alabama* her chronometers, charts, etc., and I will transfer to that vessel her remaining officers and crew.

In conclusion, permit me to thank you very sincerely for this new proof of your confidence, and for your kind intention to nominate me as one of the "captains" under the new Navy bill. I trust I shall prove myself worthy of these marks of your approbation.

R. SEMMES.

Hon. S. [R.] MALLORY,
Secretary of the Navy.

Letter from M. Myers, esq., to the Secretary of State of the Confederate States, requesting his intervention in the case of Paymaster Myers, C. S. Navy, a prisoner at Fort Warren.

MARIETTA, [GA.], *July 2, 1862.*

I take the liberty of calling your attention to the case of my son, Major Henry Myers, late purser of the Confederate war steamer *Sumter*. He was one of the first officers who resigned from the Navy of the United States and tendered his services to his native State, Georgia, even before she had seceded.

At the organization of the Confederate Government he was appointed to the same office he had before held under the United States. Some short time after this he was ordered to join the *Sumter*, and continued with her during her entire cruise. While at Cadiz he heard of the illness of a friend at Tangier, and passed over to see him. He had landed but a very short time when he was taken with an armed force by order of the U. S. consul, who had him put in irons and placed on board the U. S. ship *Ino*, and in that condition sent across the ocean to Fort Warren, where he remains. A memorial was sent by British subjects at Tangier to their Government, representing the violation of neutral territory under protection of the British Government. Mr. Layard, under secretary of state, presented the memorial to Parliament, observing that he had no doubt Mr. Lincoln's sense of justice and regard for the laws of nations would order Mr. Myers to be immediately released. His remarks caused action on the memorial to be postponed. The Lincoln Government have decided that my son is not a prisoner of war, but a political prisoner. He was forcibly taken on neutral territory, contrary to the laws of nations. He was put in irons contrary to the usage of civilized nations, and in that dishonoring and inhuman condition sent to the United States. The U. S. consul knew that the Government of Morocco was too weak a power to resent so cowardly a violation of its territorial rights, and therefore committed this outrage, of which but few like examples can be found in an enlightened and civilized age.

The Confederate Government can not bring the case of Mr. Myers within the rule it has established for the exchange of prisoners, for there is no prisoner confined under similar circumstances; his is an isolated case. The Government of Morocco, if it demanded his release, would have its demand disregarded, for it is impotent to enforce its demand. I therefore trust that our own Government will take into consideration the case of Mr. Myers and all the attendant circumstances and effect release as soon as practicable.

I am, sir, respectfully, your most obedient servant,

M. MYERS.

Hon. J. P. BENJAMIN,
Secretary of State.

SIR: I have requested permission of Colonel Myers to make this addition to his letter, for the purpose of saying to you that he is a gentleman of high character and influence in Georgia, and to express my strong conviction that the case to which he invites the attention of the Confederate Government is of such a character that it demands the prompt, vigorous, and earnest attention of our Government, in which opinion I am sure you will concur.

Respectfully,

M. P. GENTRY.

I fully concur in the statement of Hon. M. P. Gentry. I have been long acquainted with Colonel Myers, and know him as a gentleman of great purity and integrity of character and am able to bear testimony to the prompt and energetic conduct of his son in making an early tender of his services to his native State at the commencement of our present struggle.

I am, with great respect, your obedient servant,

JOSEPH E. BROWN.

Letter from Hon. J. M. Mason, C. S. commissioner at London, to the Secretary of State of the Confederate States, reporting the murder of Acting Midshipman Andrews, C. S. Navy, on board the C. S. S. Sumter at Gibraltar.

C. S. COMMISSION,
London, October 30, 1862.

SIR: It becomes my painful duty to inform the Government of an occurrence which has recently happened on board the C. S. ship *Sumter*, lying in the bay of Gibraltar.

Captain Semmes and his officers having been transferred to the *Alabama*, the *Sumter* was left in charge of a midshipman and boat's crew only, a guard deemed sufficient by Captain Semmes. On the 14th of this month I received a letter from Sergeant Stephenson of the marines (one of those left in charge of the ship) that Acting Midshipman Andrews (in command) had been shot and killed by one of the men named Hester, who was master's mate; that Hester had been taken into custody by the civil authorities there, and asking for instructions. I immediately replied by telegraph to Sergeant Stephenson, directing him to take charge of the ship and the public property on board, and that an officer would be sent at once to relieve him.

Lieutenant Chapman, a former officer of the *Sumter*, was then in Paris on duty assigned him by the Secretary of the Navy. In the emergency I wrote to him to proceed immediately to Gibraltar and take command of the ship; after the death of Midshipman Andrews and the arrest of the master's mate, the only person on board having the semblance of authority being the sergeant of marines. Some days after I received a letter dated on board the *Sumter* the 17th of October, signed by all the ship's crew (only nine in number), including the sergeant of marines, denouncing in strong terms the act of Hester as "a cool, deliberate murder," and promising that everything should be done by those on board to "take care of the ship until further orders." I subsequently received two letters from a Mr. George F. Cornwell, dated respectively at Gibraltar the 17th and 22d of October, informing me that he had been engaged as counsel by Hester, and stating that the latter fully avowed the act, and vindicated it on the ground that—

Midshipman Andrews had expressed his determination to take the vessel out of this port (Gibraltar) and give her up at Algeciras to the U. S. S. *Supply*, then in the latter port, and had threatened to shoot anyone who opposed his purpose. Mr. Hester not being (as he says) able to rely on the crew, adopted this fatal course, and believes that he has only done his duty.

I should have stated above that in the letter from the crew of the *Sumter* no particulars of the affair were given nor anything stated as the cause of the act, except as in the following paragraph, quoted from that letter:

As regards the accusation made by Mr. Hester against Mr. Andrews being a traitor, it is, as far as we all know, entirely without foundation, for he was one that was beloved and respected by all that knew him, more especially by his crew.

Lieutenant Chapman came immediately to London on receipt of my letter (as the shortest route to Gibraltar) and sailed for that port in the mail packet on Monday last, the 27th instant. He should have arrived there yesterday.

I instructed Lieutenant Chapman to make full enquiry into the affair and its circumstances and to report them accordingly. In the letters of Mr. Cornwell, the counsel, he reports the earnest request of Hester that I would provide means for his defense, and in his last letter a like earnest request that I would take measures to have the prisoner restored to the jurisdiction of the Confederate States, fearing the result of a trial by the British authorities. He further requests that measures may be taken to have certain officers of the *Sumter* (including Lieutenant Chapman) brought as witnesses on his behalf at his trial.

I can form no opinion of what it may be proper for me to do in the premises until I get the report of Lieutenant Chapman. Should there be reasonable foundation for the alleged belief of Hester that Andrews designed the surrender of the ship to the enemy, I shall consider it my duty to do whatever may be found best to give him the full benefit of the proofs he may adduce. On the question of jurisdiction, it would certainly be right that he should be tried under the authority of our Government; but even should the jurisdiction be yielded by the British Government (which in our unrecognized condition is by no means certain) I should be at a great loss to know how to bring the prisoner to trial and what to do with him in the meantime. This, however, can be only or best determined after getting Lieutenant Chapman's report.

I have further to state that in the dilemma arising out of this unfortunate affair, and with the entire concurrence and advice of Captains Bulloch and Sinclair, of the Navy, as well as of Lieutenant Chapman, I have determined to have the *Sumter* sold, and have taken measures to have the sale made by Captain Bulloch, the senior officer in the service here. Her armament and such stores of clothing, etc., as can be used in fitting out other ships will be reserved.

Lieutenant Chapman's report shall be transmitted as soon as received to the Secretary of the Navy.

I have the honor to be, very respectfully, your obedient servant,

J. M. MASON.

Hon. J. P. BENJAMIN,
Secretary of State.

Letter from Commander Bulloch, C. S. Navy, to the Secretary of the Navy of the Confederate States, regarding arrangements for the sale of the C. S. S. Sumter.

LIVERPOOL, *November 21, 1862.*

SIR: Since the date of the letter enclosed with this I have received authority from the Hon. James M. Mason, by whose order Captain Semmes laid up the *Sumter* at Gibraltar, to sell that vessel with all her equipments, and to dispose of the latter in such manner as would most conduce to the interests of the Confederate Government. I have taken the steps necessary to effect this purpose by engaging a ship broker to go to Gibraltar and to have the *Sumter* appraised by experts, and Messrs. Fraser, Trenholm & Co. have agreed to buy her at the appraised value should no one bid higher. I hope, therefore, to have

the sale concluded in a fortnight, and will pass whatever sum she may bring to the credit of the Navy Department.

* * * * *

I am, respectfully, your obedient servant,

JAMES D. BULLOCH,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Commander Bulloch, C. S. Navy, to Hon. J. M. Mason, C. S. commissioner at London, regarding arrangements for the sale of the C. S. S. Sumter at Gibraltar.

LIVERPOOL, *November 26*, [*1862*]

SIR: Your letter enclosing one from the honorable Secretary of the Navy, acquainting Captain Semmes of his promotion, has been received, and I will take the first opportunity of forwarding it, although I fear it will be some time before Captain Semmes can inform me of his next place of rendezvous.

You will be pleased to learn that all the arrangements for selling the *Sumter* have been perfected, and the agent for conducting the appraisement and sale is on his way to Gibraltar. Several enquiries have been made in reference to her, and I am greatly in hopes that we will realize £6,000 by the transaction.

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH.

Hon. JAMES M. MASON.

Letter from Hon. J. M. Mason, C. S. commissioner at London, to the Secretary of State of the Confederate States, regarding the trial of Hester for the murder of Acting Midshipman Andrews, C. S. Navy.

CONFEDERATE STATES COMMISSION,
London, December 10, 1862.

SIR: * * * Referring to my No. 18, I have to add that since its date I received a full report from Lieutenant Chapman, which leaves little doubt that the allegation of Hester that Midshipman Andrews designed to surrender the *Sumter* to the enemy was altogether a fabrication; and that the true cause of the murder was that Hester had just been detected by Andrews in pilfering the public property in the ship.

On the question of remanding the prisoner for trial by the Confederate authorities, I have stated the difficulties that were presented in my No. 18. Subsequently I presented the question fully for the advice of Mr. Slidell and was happy to find that he agreed with me as to the expediency, or indeed the necessity, of leaving the matter in the hands of the British authorities. I have thought it due, however, as Hester was a petty officer in the Navy and had no means of providing for his defense, that he should not be left without some provision for the expenses of counsel and witnesses, and have directed Lieutenant Chapman accordingly.

In my No. 18 I stated also that I had determined to have the *Sumter* sold, and the reasons for it. The whole subject of the sale was committed to Captain Bulloch, C. S. Navy, as the senior naval officer, and I learn by telegraph this morning from Gibraltar that the ship has been sold to a British house; the price not stated. The proceeds of the

sale will be turned over to Captain Bulloch, in charge of the naval funds here.

Will you be good enough to communicate this dispatch to the Secretary of the Navy?

I have the honor to be, very respectfully, your obedient servant,

J. M. MASON.

Hon. J. P. BENJAMIN,
Secretary of State.

Letter from the Secretary of the Navy to Hon. J. M. Mason, C. S. commissioner at London, expressing approval of his action in regard to the C. S. S Sumter.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, February 22, 1863.

SIR: I have the honor to acknowledge the receipt of your dispatch of the 11th of December, 1862, enclosing the report of Lieutenant Chapman, C. S. Navy, of the 10th of November, 1862, in relation to the unfortunate occurrence on board the *Sumter*.

Your course with regard to that vessel is approved by this Department and you have its thanks for your prompt attention.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Hon. JAMES M. MASON,
Commissioner of Confederate States, London, England.

Extracts from the journal of Commander Semmes, C. S. Navy, commanding C. S. S. Sumter, from May 24, 1861, to April 11, 1862.

New Orleans, May 24, 1861.—A month has elapsed since I began the preparation of the *Sumter* for sea, and yet we are not ready. Leeds & Co. have not given us our tanks, and we only received the carriage for the 8-inch gun to-day. The officers are all present and the crew has been shipped, and all are impatient to be off. The river is not yet blockaded, but expected to be to-morrow. It must be a close blockade and by heavy vessels that will keep us in. Troops are being collected in large numbers in the enemy's States. Marchings and countermarchings are going on and the fleet seems to be kept very busy scouring hither and thither, but nothing accomplished. Whilst penning the last paragraph news reaches us that the Lincoln Government has crossed the Potomac and invaded Virginia. Thus commences a bloody and a bitter war. So be it; we but accept the gauntlet which has been flung in our faces. The future will tell a tale worthy of the South and her noble cause.

Monday, May 27.—News received this morning of the appearance at Pass à l'Outre yesterday of the U. S. S. *Brooklyn*, and of the establishment of the blockade. Work is progressing satisfactorily upon the *Sumter* and I expect to be ready for sea by Sunday next. News of skirmishing in Virginia and of fresh arrivals of the Northern hordes at Washington en route for that State.

Thursday, May 30.—My patience is sorely tried by the New Orleans mechanics. The water tanks for the *Sumter* are not yet completed.

The carriage for the 8-inch gun was finished to-day, and we are laying down the circles and cutting the holes for the fighting bolts. The carriages for the 32-pounders are promised by Saturday next, and also the copper tanks for the magazine. Our ammunition and small arms arrived yesterday from Baton Rouge. Besides the *Brooklyn* at the passes, the *Niagara* and *Minnesota* are in the gulf watching for the arrival of some ships bound to this port laden with arms and ammunition.

Friday, May 31.—The tanks are at last finished and they have all been delivered to-day. We shall now get on rapidly with our preparations.

Saturday, June 1, finds us not yet ready for sea. The tanks have all been taken on board and stowed; the gun carriages for the 32's will be finished on Monday. The circles for the 8-inch have been laid down and the fighting bolts are ready for placing. On Monday I shall throw the crew on board, and by Thursday next I shall without doubt be ready for sea. In the meantime both the practicable passes are blockaded, the one by the *Brooklyn* and the other by the *Powhatan,* but fortune will favor us and we shall run by.

Monday, June 3.—Filled the tanks and received the crew on board. The 32-pounder carriages not yet ready, but promised us for to-morrow.

Tuesday, June 18.—At length, after many vexatious delays, I have been enabled to leave the city of New Orleans. This morning at 10:30 a. m. we got up steam and dropped down to the barracks magazine and took in our powder. Weather very warm and mosquitoes very troublesome. At 10:30 p. m. got up steam again and steamed down the river. Night clear and beautiful.

Wednesday, June 19.—At 4 a. m. came to anchor between Forts St. Philip and Jackson. Captain Brand called on board on the part of the commanding officer, Major Duncan. At 11 visited Major Duncan at Fort Jackson and witnessed some experimental firing. The fort is an attractive spot, with plenty of green grass and fine shade trees. The object of my stopping here for a few days is to station my crew and drill them at the guns, they being entirely green and having been called to quarters to-day for the first time. We have a very distant view of Pass à l'Outre, and can just distinguish with our glasses an enemy's ship, supposed to be the *Brooklyn.*

Thursday, June 20.—Exercised the crew at quarters, and in the afternoon practiced at target firing. Called on Governor Moore at Fort Jackson (the governor having come down to inspect the fortifications) and brought him on board with Mr. John Slidell and others to visit the ship.

Fridy, June 21.—Practiced the crew at division quarters in the morning and at general quarters in the afternoon and tried a couple of shell with the Borman fuse. Just at nightfall I received the following dispatch:

HEADQUARTERS FORTS JACKSON AND ST. PHILIP,
June 21, 1861.

CAPTAIN: I am desired by the commanding officer to state that the *Ivy* reports that the *Powhatan* has left in pursuit of two ships, and that he has received a telegram from Pass à l'Outre to the effect that a boat from the *Brooklyn* had put into the river and was making for the telegraph station, where she was expected to arrive in a few minutes.

Got up steam and steamed down to the Head of the Passes, where we came to at 10:30 p. m. Dispatched a boat to the light-house to procure a pilot, but the keeper knew nothing of the pilots and was unwill-

ing to come on board, though requested. Sent a boat also on board the *Ivy*, privateer, with a request either that she would supply us with a pilot or go down to the Southwest Pass and procure one.

Saturday, June 22.—The *Ivy* returned from the pass and reported that none of the pilots were willing to come on board, and having received also the following dispatch (through Captain Duncan) from the Southwest Pass, viz:

> Applied to the captain of the house of pilots for a pilot for the *Sumter*. He requested me to state that there are no pilots on duty now.
>
> F. S. WOOLFLEN.

I dispatched Lieutenant Stribling in the *Ivy* with a written order to the master of the Pilots' Association to come on board of me and bring some of his pilots with him, and, in case of his refusal, directed him to arrest them all and bring them on board.

Sunday, June 23.—Yesterday the master of the Pilots' Association and several of his pilots came on board, having been brought by the *Ivy*. With the exception of the master, they all agreed to take the ship to sea, whereupon I retained one of them and dismissed the rest. Both the *Brooklyn* and *Powhatan* at their anchors all day, close under the respective bars which they guard. Weather very warm and sultry. Mustered the crew at general quarters. Sent dispatches to town by the steamer *Empire Parish*. In the afternoon dispatched Lieutenant Stribling in the *Seminole*, in tow of the *Ivy*, to Pass à l'Outre to destroy the oil at the light-house and bring away the lamps, so as to prevent the enemy from having the use of the light. The object was accomplished. Received on board from Fort St. Philip a 24-pounder howitzer for use on the spar deck.

Monday, June 24.—This morning dispatched an officer on board the *Ivy* to bring away the oil and lamps from the South Pass, that that light may also be extinguished. The object was accomplished. All the seacoast lights at the passes are now out. Both blockading vessels are lying close at their anchors, and there is an additional vessel at Pass à l'Outre.

Tuesday, June 25.—A thunderstorm and heavy rain at 3:30 a. m., clearing off at 10 a. m. Visited the light-house at the Head of the Passes and took a receipt for the property deposited there, from the Pass à l'Outre and South Pass houses. Visited also the telegraphic station and held communication with both passes. Both blockading ships still at their anchors. The British steam sloop *Jason* was off the Southwest Pass yesterday. Received intelligence that the enemy had taken possession of Ship Island and established a blockade of the sound. Filling shell and cartridges and drilling my very green crew.

Wednesday, June 26.—Cloudy and occasional rain squalls. The *Ivy* returned from the city and brought me eighty barrels of coal. Sent the pilot in the light-house keeper's boat to sound the southeast bar. The Federal ships keep close watch at the bars, neither having stirred from her anchor since my arrival here.

Thursday, June 27.—Weather sultry and atmosphere charged with moisture. Pilot not yet returned. At 10 p. m. yesterday received a note from the telegraphic operator stating that he could get no response from the station at the Southwest Pass. Dispatched a guard boat down the pass a couple of miles to watch the approach. The *Ivy* has gone down Pass à l'Outre. Pilot finds 10½ feet at the southeast bar.

Friday, June 28.—Clear and sultry, with little or no wind. The blockaders sticking close to their anchors as usual. Sent a guard boat down the Southwest Pass again yesterday evening.

Saturday, June 29.—The pilot having reported from aloft that the *Brooklyn* was no where to be seen, got up steam immediately and ran down Pass à l'Outre with the intention of running the blockade, but after running down the pass 3 or 4 miles we were disappointed to learn that the ship was still at her anchors, our drifting from our own anchor having caused us to shut the *Brooklyn* in behind some trees, which gave rise to the pilot's mistake. Returned to our anchorage, changing our position a little to the northward. At 10 p. m. dispatched guard boats down both the passes. At about 11:30 p. m. the telegraphic operator from Pass à l'Outre reported that the enemy had sent a boat to the station and carried off his instruments.

Sunday, June 30.—Dies memorabilis. At about 2 a. m. the steamer *Empire Parish* came alongside and put on board of us about 100 barrels of coal. At 10:30 a. m. this steamer having returned from Pass à l'Outre, a boatman pulled under our stern and informed us that the *Brooklyn* was no where to be seen, and that the pass was all clear. We immediately got underway and steamed down the pass. The pilot, becoming alarmed, expressed his unwillingness to take us out, as he had not been out of the pass for three months and "would not run us ashore for anything." This was really provoking. However, I hoisted my jack for a pilot, and as good luck would have it, as I ran by the pilot station a bold fellow jumped on board of me and his wife waved him on to his duty as we passed, and we continued on our course rapidly for the bar. In the meantime we had some time before discovered the *Brooklyn* some 7 or 8 miles to the southward of the bar under steam and hurrying up to prevent our escape. We dashed by the Bremen ship on the bar which considerately slacked a bow warp to let us pass more conveniently, and hauling close round her head spars to the northward, we were in a few moments outside of the bar. The *Brooklyn* had by this time approached us within about 4 miles, and was making every effort to overhaul us. A deeply exciting chase commenced, and I was for some time doubtful of my success. The *Brooklyn* had the reputation of being very fast both under sail and steam, and I was very doubtful whether my gallant little ship had the heels of her. The *Brooklyn* having made sail, we did the same, steering first N. N. E., then N. E. by N., then N. E., then N. E. by E., and so hauling in a gradual curve seaward. The *Brooklyn* having emerged from a squall in which she had been hid loomed up very large with her heavy battery and tall spars, her flag being plainly distinguishable at her peak. At length it began to be perceptible that we were dropping her by slow degrees, and my excited nervous system experienced a partial relaxation from the tension to which it had been strained for the last three hours. At 3:30 the *Brooklyn*, seeing that we had the heels of her, gave up the chase and bore up to the northward. Called on hands, sent them into the rigging and gave three cheers for the Confederate flag, after which, by invitation, I met the officers in the wardroom and drank a glass of wine with them in honor of the event. It was a positive luxury as the evening set in to breathe the pure air and look over the vast expanse of blue waters, with the feeling of a liberated prisoner. What an eventful career we have before us! May the Almighty smile upon us and our cause, and may we show ourselves worthy servants of Him and it. Night beautiful and starlight, with a light in the north throwing a pencil of rays to the northeast as if lighting us on our way.

Monday, July 1.—Weather beautiful and clear, with the deep blue sea rolling brightly around us, and a gentle breeze from the southward and westward. We have seen no sail since we lost sight of the *Brook-*

lyn, and have averaged a speed of about 8 knots. Latitude at noon, 26° 18′ north; longitude, 87° 23′, steering S. S. E. Calm at nightfall, with a sky full of stars. A brilliant comet bearing about N. N. E. was visible in the early part of the night.

Tuesday, July 2.—Day begins clear and beautiful. At 8 a. m. struck the N. E. trades, made sail in aid of the steam, and ordered moderate steam carried. Toward noon a few trade squalls, with light showers of rain, passed over. Course since 8 last evening, S. S. E. ½ E.; latitude at noon, 23° 04′; longitude, 86° 13′. During the night doubled Cape [San] Antonio, experiencing a northerly current of from three-fourths to 1 mile per hour, which caused us to make San Antonio Light ahead, steering east instead of passing it out of sight to the southward, as we should have done but for the current.

Wednesday, July 3.—Weather cloudy, with a fresh trade from E. to E. S. E. and some sea. At 9 a. m. off Cape Corrientes. At meridian latitude 21° 29′, longitude 84° 06′. Soon after meridian made two sail nearly ahead. Gave chase and came up, first with a Spanish brig from Cadiz to Vera Cruz, and secondly with the U. S. ship *Golden Rocket*, of Bangor, Me., in ballast. Took out of her some provisions and a few other articles for the use of the ship, and at 10 p. m., having accomplished this and brought the master and crew on board, set fire to and burned her, west end of Isle of Pines bearing about E. N. E. and distant 10 or 12 miles. Our first prize made a beautiful bonfire and we did not enjoy the spectacle the less because she was from the black Republican State of Maine. The *Golden Rocket* was a ship of 690 tons, three years old, and was worth from $30,000 to $40,000. Night cloudy.

Thursday, July 4.—Weather cloudy, with a few rain squalls during the morning. At daylight descried two sail ahead. Gave chase and came up with, first the U. S. brigantine *Cuba*, and secondly with the U. S. brigantine *Machias*, of the everlasting State of Maine. Captured them both and took them in tow for Cienfuegos; speed, 5 miles per hour. Both these vessels are from Trinidad de Cuba, loaded with sugar and molasses, for English ports. Cargoes stated in the papers to be Spanish property. Night cloudy.

Friday, July 5.—Cloudy, with a moderate trade. Just before daylight one of the prizes broke adrift. Recovered her and let go the one we had in tow and directed the officer in charge to work his way into Cienfuegos. At about 2 p. m. crossed the shoal off the east end of the reef of the Jardinillos, in 5 and 6 and 7, etc., fathoms water, and hauled up N. E. by N., which course ran us some 6 or 7 miles to the westward of the light. As we approached the light we descried two sail in the southeast, distant some 8 or 9 miles. Cast off our tow and gave chase. At about 9.30 came up with and captured the U. S. brigantines *Ben Dunning* and *Albert Adams*, and put prize crews on board of them. Stood off and on the light during the night.

Saturday, July 6.—Morning clear, with a light land breeze. Soon after sunrise three sail came out of the harbor. Waited patiently until they were all more than a marine league from the land, when we gave chase and captured them. They were as follows, viz, the bark *West Wind*, the brigantine *Naiad*, and bark *Lewis Kilham*. Put prize crews on board of them. At about meridian the sea breeze set in and soon afterwards our prizes coming up, to the number of six, I sent them all into the port, and followed them myself. As we passed the fort we were hailed, and at the same time a couple of muskets were fired at us, and we were directed to anchor, which we did. I then sent Lieutenant Evans on shore to call on the commandant and ask an explanation of our

being stopped. Lieutenant Evans reported that the commandant said he did not recognize (that is, know) our flag, and that it was the order of the port to stop all vessels (of war, and others), until the flag could be distinguished. In the evening the commandant called on me to say that he had the governor's orders to permit me to proceed to the town or to sea as I might prefer, but he informed me at the same time that the governor would detain my prizes.

Sunday, July 7.—Morning clear and beautiful, the waters of the little harbor clear and sparkling, and the bright green of the vegetation on shore looking picturesque and cheerful. At 8 a. m., Lieutenant Chapman, whom I had sent to town yesterday to look after the prizes, make arrangements for coaling, and present a dispatch to the governor, returned, bringing with him a couple of Cuban gentlemen (Isnaga and Dias), warm sympathizers in our cause. I appointed one of them prize agent (Don Mariano Dias). One hundred tons of coal and about 5,000 gallons of water were towed alongside for us during the day, and were got in Fresh provisions were also sent on board for the crew. About 10 p. m. I received a reply from the governor. He informed me that the captain-general had instructed him as follows, viz: First. No cruiser of either party can bring their prizes into Spanish ports. Second. If in my captures the territory of Cuba has been violated, the Spanish courts will themselves judge of the matter. Third. My prizes will be detained until the Queen can be heard from. We got up our anchor soon after 11 p. m., and passed outside the harbor at midnight. Nothing of our prize brig, the *Cuba*, and Midshipman Hudgins.

Monday, July 8.—During the forenoon gave chase to a brigantine which showed Spanish colors. Kept on our course. Passed the Caymans between 9 and 10 p. m. The islets are laid down some 15 or 16 miles too far to the westward.

Tuesday, July 9.—Weather clear, with the wind fresh from the E. S. E. At daylight made the west end of the island of Jamaica, the island in sight all day, the blue mountains dimmed by the haze that hung over them. Struggling against a very strong trade.

July 10.—Weather clear, wind very fresh, right in our teeth and considerable sea on. At 1:30 this morning I went upon the companion ladder, to give some directions to the officer of the deck, as to not driving her through the head sea, and while so doing I felt a sudden sickness of the stomach and reeling of the brain. I laid my head on my arm, thinking the sensation would soon pass off, but in a moment more I lost consciousness and tumbled from the top to the bottom of the ladder upon the cabin floor, where I remained senseless for a moment. I was much bruised in the left side by the fall, the concussion of the pleura and lung causing a difficulty in breathing. * * * Confined to my hammock during the day. We are out of the track of commerce, and no sail has been seen to-day.

Thursday, July 11.—The tenacious trade wind blows as fiercely as ever, and we are struggling and plunging through it; no more than an average of 5 knots. Hard upon our coal, which is so precious. No sail has been seen to-day. I have been confined most of the day to my hammock.

Friday, July 12.—Heavy head wind and sea, and the steamer laboring and pitching into it and scarcely making four knots. A serious drawback, as we are consuming our limited supply of fuel and making no progress. Thick weather and squalls of rain. Still confined to my cabin. No sail seen.

Saturday, July 13.—Blowing a moderate gale of wind, with a very

heavy head sea. We made no progress at all during the last night. In this state of things, I have been obliged to change my intention, which was to go to Barbados. We can not make the distance with our fuel. I, therefore, caused the ship to be put under sail and her fires to be permitted to go down, and resolved to make my way to Curaçao, hoping to be able to coal at that place. Heavy sea all night, and ship tumbling about, though doing pretty well under sail. I am suffering much with nausea and debility and from the effects of my fall, and am confined to my cabin. A sail on the port bow, but too rough to chase.

Sunday, July 14.—Wind still fresh, with a heavy sea; making 5 knots under sail, with the wind about a point free. Did not muster the crew, but allowed them to rest. No sail seen. I am getting no better. Have been confined nearly all day to my hammock with nausea and debility and pain in the left side.

Monday, July 15.—The weather moderating, and the sea going down, though still rough. Nothing seen. In the afternoon pleasant, with a moderate trade. I feel better to-day, for the first time in six days. Thanks.

Tuesday, July 16.—Clear, with flying trade clouds, and the wind blowing almost a gale. At 9 a. m. made land on the starboard bow, which proved to be the island of Oruba, we having had a strong westerly current during the night. At 11 a. m. made Curaçao on the port bow. Passed the north end of the island about 4 p. m., and ran down the coast within about a mile of St. Anne's [Santa Ana], off which we arrived at a little past 7 o'clock. Fired a gun for a pilot. A pilot came off and promised to take us in in the morning. Lay off and on until daylight. Feeling no better to-day.

Wednesday, July 17.—Clear; the trade blew all night at a mile or two from the coast. At 7 ran in and received the following message from the governor by the pilot:

> The governor regrets, but he can not permit you to enter, he having received recent orders from the home Government to this effect.

Sent Lieutenant Chapman with a letter to the governor. Lieutenant Chapman returned at 10:30, and at 11 we ran in and came to anchor in the lagoon. The Yankee consul had been to see the governor the previous night, and the pilot, no doubt, did not state truly our description, etc. The bumboats, with their picturesque inmates of all colors, are chattering like so many parrots around the ship. Made arrangements for filling up with coal, wood, and water, and for giving fresh provisions to the crew. Our entrance created great commotion along the quay, the people running to get a sight of the new steamer with the strange flag. Curaçao is a picturesque Dutch town, built in the style of Amsterdam, and lining the seashore and both sides of the entrance. We are in a land-locked basin, with sterile, jagged peaks rising all around us. At this season of the year the trade wind blows a gale all day long here. I feel better, having received a bottle of milk and some fresh meat and vegetables from the shore.

Thursday, July 18.—Fresh trade wind and clear. Employed refitting and repairing the small damages of our late cruise. Sent a lieutenant with my card to call on the governor and to excuse my not calling in person on account [of] indisposition. I was visited to-day by a Venezuelan, who spoke English and who represented himself as a messenger or agent of President Castro, who is now here in exile with four of his cabinet ministers, and who proposed to me, on the part of Castro, to take him (Castro) and some twenty officers with some arms and ammunition to the mainland opposite. I declined this proposition, first,

because I was not going in the direction indicated, and, second, if I were it would be an undue interference on the part of a neutral with the revolutionary parties now contending for the control of Venezuela. It was remarked that Castro was the *de jure* president, to which I replied that we did not look into these matters, the opposite party being in the *de facto* possession of the Government. No arrival in the harbor.

Friday, July 19.—Wind unusually blustering this morning, with partial obscuration of the heavens. Refitting engine, battery, rigging, etc. An English bark entered to-day from Liverpool.

Saturday night, July 20.—Painting and refitting ship. Got off the new fore-topmast from shore. The monthly packet arrived to-day from St. Thomas, bringing papers from the enemy's country to the 26th of June. We get nothing new.

Sunday, July 21.—Fresh trade wind with passing clouds. Atmosphere highly charged with moisture. Mustered the crew and read the articles of war and a general order announcing the decision of a court-martial; permitted the crew to go on liberty in detachments.

Monday, July 22.—Warped alongside a wharf in the edge of the town and commenced receiving coal. Refitting and repainting ship. In the afternoon I took a stroll through the town. It is a quaint, picturesque-looking place, with some evidences of improvements, as the building of new houses, etc., but the general air was that of little business and want of thrift. The St. Thomas packet sailed.

Tuesday, July 23.—Still coaling, refitting, painting, etc. Weather more cloudy and wind not so constantly fresh within the last few days. Took sights for chronometers; longitude 68° 58′ 30″ W.

Wednesday, July 24.—Sky occasionally obscured, with a moderate trade wind. Having completed our preparations for sea we got underway at meridian and stood out of the harbor. John Orr, one of our worthless ordinary seamen, deserted just before leaving, enticed away, no doubt, by a Yankee captain and the Yankee keeper of a public house. The police and the governor were notified, but we did not get him. The pilot said he was suspected to be in a certain house, but the house could not be searched.

Thursday, July 25.—Light breeze from the land and pleasant; the coast of Venezuela near; La Guayra in sight, distant about 30 miles. At daylight made a sail on the port bow and gave chase. At 6:30 came up with and captured the American schooner *Abby Bradford*, from New York to Puerto Cabello. Took her in tow and squared away for Puerto Cabello. Night fell before we reached the port. Stood off and on until daylight.

Friday, July 26.—Weather clear and pleasant. Ran along the land to the westward again at daylight, and soon after made the fort on the hill above the town of Puerto Cabello. Ran past the group of small islands that outlie the town [to] the eastward, all of which are bold, and anchored in the port at 8 a. m. without a pilot. Dispatched a letter to the governor requesting permission to leave my prize until adjudication. Replied that it was beyond his functions to entertain this question, and that I must depart in twenty-four hours. Landscape as bold and lovely as a picture of mountain scenery. Had a proposition for the sale of the cargo.

Saturday, July 27.—At daylight sent a prize crew on board the *Abby Bradford* and directed her to proceed to New Orleans. At 6 got underway and stood out. As we were weighing anchor discovered a sail seaward, to which we gave chase and captured about 7 miles from the

land. She proved to be the bark *Joseph Maxwell*, of Philadelphia. Sent the master in, with the paymaster, to make propositions to the neutral owner of one-half of the cargo for the delivery to him of his half and for the sale of the other half and of the ship. To my surprise, the governor sent me an order to bring my prize within the port and leave her until the courts of Venezuela could decide the question whether the ship was not captured within the marine league. Stood out to the prize, standing by our guns; sent the master and his family ashore in one of the prize's boats, and put a prize crew on board and dispatched the prize to a port on the south side of Cuba. At 3 stood on our course to the eastward. At 5 passed a Yankee hermaphrodite brig running within jumping distance of the land.

Sunday, July 28.—Clear and pleasant, with a moderate trade wind. At 9:30 a. m. gave chase to a sail ahead, which proved to be a Venezuelan schooner. At 11 mustered the crew. In the afternoon passed the island of Tortuga, and at 11 p. m., having come up with the west end of Margarita, hove the ship to with her head to the northward to await daylight. Depth of water, 32 fathoms.

Monday, July 29, 1861.—Clear and pleasant, with a moderate trade wind all day. At meridian passed between the island of Margarita and the Frayles; a number of fishing boats in sight from time to time. Evening, running along the coast of Venezuela to the eastward.

Tuesday, July 30.—Thick, cloudy weather and heavy rains. Hauling in to the coast of Venezuela near the entrance to the gulf of Para. So thick is the weather that to "hold on" to the land I am obliged to run the shore within a mile. Opened the gulf at about 9 a. m. and soon afterwards got a sight of and identified the three islands forming the Bocas of the Drego [Dragon's Mouth]. Ran the Huevos or Umbrella Passage, a vessel from Madeira having entered it just before me. It is bold and the scenery very striking. Anchored off the town of Port of Spain at a little after noon, and sent a lieutenant to pay my respects to the governor. An English brig passing out saluted us with her ensign. Officer returned; governor tenders me the hospitality of the port equally with the other belligerent, but snobbishly objected to the lieutenant's card; free niggerdom. Thirty-five years ago I was here as a midshipman! A generation has since passed away. So brief is thy life, O man! Afternoon, rain. Too much rain has greatly injured the sugar crop. Coolie trade flourishes here.

Wednesday, July 31.—Morning clear, afternoon rain, this being the rainy season. We have been all day negotiating about bringing off our coal, the excuse of the merchant being that he has to depend on free negro labor, which is difficult to procure. A large proportion of the population of the town is of this class, upon whom the whites are more or less dependent for labor and service of every description. This is another of those fine islands that Great Britain has destroyed by her act of emancipation. The abrupt and varied scenery of the hills at the foot of which the town is situated affords a charming picture of the luxuriance of tropical nature. * * * Landed the prisoners of the *Joseph Maxwell*, eight in number, having put all on parole except the two negroes.

Thursday, August 1.—Rain, rain, rain, with occasional intervals of sunshine. Receiving coal very slowly. The governor, as appears from the Gazette newspaper, took the opinion of the law officers of the Crown as to the legality of my being permitted to coal. A long editorial upon our arrival, and hints thrown out that we may be a "privateer."

Friday, August 2.—Early morning clear; too soon the clouds gathered

and the heavy rains of the season set in, in the interval of the showers the tropical scenery showing out in the most attractive colors. Several ships have departed, leaving only some half dozen in the harbor. The master of a Baltimore brig called on board to learn whether I would capture him. Told him to depart freely, as our declaration of war exempted all Maryland vessels from capture. Received a visit from a couple of English officers in citizen's dress. The governor has not returned the visit of my lieutenant.

Saturday, August 3.—Not so much rain to-day. Finished coaling, although I am not full, to avoid being further cheated in the measure by the scoundrel who is putting it in. Got off and got up the new main yard. Am again ready for sea.

Sunday, August 4.—Morning calm and clear. The chimes of the church bells from the shore fall pleasantly and suggestively on the ear. A U. S. schooner came in from some point up the bay. At 10:30 gave the order to get up steam, but the paymaster reporting some of his vouchers not in form, the order was countermanded and he was permitted to go on shore to rectify the mistake; and the English steam frigate *Cadmus* coming into the bay a short time after, I gave up the idea of going to sea to-day. Sent an officer to call on the captain of the *Cadmus*. The visit was returned soon after by a lieutenant from that vessel, who, after saying that he came to return my visit, said that his captain had directed him to say to me that as this ship was the first vessel of the Confederate States he had fallen in with, he would be glad if I would show him my commission, to which I replied I could have no objection, but that the courtesy of the case required that he should first show me his commission. This he immediately did, whereupon I showed him mine. In strictness, perhaps, the captain (Hillyar) should have sent his own commission on board instead of that of his lieutenant, but I did not wish to appear captious, and as the courtesy of the case was satisfied, this was all that was necessary.

Monday, August 5.—Weather clear and fine. At 11 a. m. I was visited by Captain Hillyar, of the *Cadmus*, who brought me a New York Express of the 12th July, and made himself very agreeable. The war appeared a very extraordinary affair to him, and he could not suppose that it would continue long. He rather thought the supplying us with coal was touching upon the contraband, but this, he said, was a question for the law officers of the Crown, and might be decided differently in different places. I complained to him of the injustice of the neutral rule excluding us from bringing in our prizes, and he acknowledged that it did work unequally as I explained it, and ended by asking why I did not sell my prizes in the ports of the [Spanish] Main, these fellows not being very particular. At 1 p. m. we got up steam and went to sea, passing out of the Eastern or Mona [Monos] Island Passage [Gulf of Paria], very narrow, about the third of a mile, with a rock standing off the northeast end of Mona [Monos]. Running along the very picturesque coast during the afternoon, many huts, but little or no cultivation being visible on the mountain sides. Passed out of the strait between Trinidad and Tobago at 10:30 p. m. and entered upon the broad South Atlantic.

Tuesday, August 6.—Weather very fine, with light breezes from about E. N. E., making good way over the smooth sea. At about 10 a. m. passed a brigantine on the weather beam, distant some 12 or 14 miles. As I was anxious to make my run and had no fuel to spare upon chases and the delay incident to capture, I permitted this lonely wayfarer to pursue his course unmolested, for which some Yankee may

no doubt thank his stars and my circumstances, not my forbearance. No current experienced. Latitude, 9° 14′; longitude, 59° 10′.

Wednesday, August 7.—Weather clear and delightful and the sea smooth. We have seen nothing during the day, flocks of flying fish being the only living things that meet our view. Exercising the crew, now made somewhat short by the absence of three prize crews. Averaged in the last twenty-four hours 8½ knots per hour. No current of any kind. Latitude, 8° 31′; longitude, 56° 12′. At 2:30 p. m. descried a brigantine, chased her for an hour and a half, running four points out of our course, and fired a blank cartridge at her, when she showed Dutch colors. We thus threw away 13 miles on a Dutchman. Brought the ship back to her course. Toward nightfall, calm.

Thursday, August 8.—Weather clear, with an occasional rain squall. Wind light and variable, but always from the eastward, following the sun as the chariot follows the steed. Making good speed through the water, but we have experienced in the last twenty-four hours an adverse current of about 1 mile per hour, setting W. N. W. Nothing had been seen to-day. Water green, indicating soundings. We are about 90 miles from the coast of Guiana. Pink and lilac clouds about sunset. We are fast sinking the North Star, and this evening we had a view of the Southern Cross. Latitude, 7° 19′; longitude, 53° 34′.

Friday, August 9.—Cloudy, with light breezes from the southeast. No meridian observation for latitude to-day, though a sight near noon shows us to have experienced the eastward current again. We have experienced a drift of about 20 miles to the N. N. W. ½ W. This is a serious drawback to our making our run to Maranham. The engineer has overestimated his supply of coal, and it now turns out that we had but eight days' instead of nine days' fuel when we left Trinidad. I very much fear we shall fall short, and be obliged to make some port under our lee under sail. Evening clear, with light breezes from about S. by W. Latitude observations near noon, 6° 01′; longitude, 50° 48′.

Saturday, August 10.—Clear, with a deep blue sea and a fresh S. E. trade wind in latitude 5° N., and what makes our position worse with reference to making our run, we have had the extraordinary current of 50 miles in twenty-four hours (!) setting nearly due north, a speed equal to that of the Gulf Stream in its narrowest part. But patience and resignation. These are two qualities which every seaman should cultivate, as he has so frequent opportunities for their exercise. We have now just three days of fuel on board, and we require to make 550 miles, current included, to reach Maranham. Can not do it. Latitude, 4° 29′; longitude, 48° 25′.

Sunday, August 11.—Morning windy, with a head sea. We have been laboring and plunging through it all night, with little hope of making much headway, but continuing on in the expectation that possibly the current might change or the wind abate. Vain hope; neither the one thing nor the other took place! The genius of the east wind maintained his sway even against the power of steam, and drove us back from an invasion of his dominion from so unlooked-for a quarter. At meridian we observed in latitude 2° 38′, which gave us longitude 47° 48′, and this settled the question of the voyage to Maranham, or even to Para. We had experienced 60 miles current N. W. in one day, and had made good a distance of 125 miles only. We had still 200 miles to run to the point at which the pilot is taken for Para, and we had but thirty hours of coal, so the game was up. Most unwillingly I ordered the fires to be put out and the ship put under sail and steered N. W., intending to make some one of the ports of Guiana under our

lee, in the hope of finding coal. Afternoon, sailing along pleasantly under all the starboard studding sails. Evening delightfully clear and pleasant, and the wind and the sea not at all in a hurry! At 11 a. m. mustered the crew and caused the clerk to read the third general order on the subject of a court-martial. Man will offend and must be punished.

Monday, August 12.—Weather clear; rolling along to the northward and westward, with a light breeze from E. S. E. and a lazy swell. All the studding sails set and speed between 3 and 4 knots. Sailing pleasant enough but for the disappointment of our hopes in not being able to gain a port farther to the eastward. Running in to make the land about Cape Orange with a view to go into Cayenne. Latitude, 4° 01′ N.; longitude, 49° 37′ W.

Tuesday.—Morning clear, but it clouded about 9 a. m. and remained so all day. Dull leaden clouds with the wind somewhat variable, hauling at one time to N. by W. in a squall and driving us 6 knots. In light winds our propeller does not revolve, and the ship is wonderfully sluggish. The winds being light the current, running to the northward at the rate of 2½ knots per hour, has drifted us so far northward, although we have been steering west and W. S. W. and once S. W. by S., that I fear we shall be drifted by the port of Cayenne altogether. The water has been muddy green all day, but we did not get soundings with 40 fathoms of line until 8 p. m. Passed frequent tide rips, indicating the presence of currents, and at 5:30 p. m. descried two sail bearing westward from us. We could not make them out. Indeed, they were of but little interest to us in our crippled condition for the want of coal, as we could not chase. Evening clear but rather hazy, with the wind N. N. E. and very light. Latitude by computation, the sun being obscured just at noon, 4° 56′; longitude, 50° 55′.

Wednesday, August 14.—Morning beautiful, with fleecy trade clouds, promising a fine breeze, but the breeze never came; the clouds passed on sluggishly and changed their forms and positions, but no wind. A livelong, calm day, with nothing but cat's paws and currents, the latter setting about W. N. W. We have lessened our soundings somewhat, being in 23 fathoms at 4 p. m. The silver mountains in sight, bearing S. W. ½ S. Saw a sail during the morning afar off under the land, but could not make her out. Gained a little on the northerly current to-day. Latitude, 4° 49′ N.; longitude, 51° 19′. Cayenne bearing about west, distant 55 miles.

Thursday, August 15.—During the past night made the Great Constable, a small island off the coast some 40 miles to the eastward of Cayenne. Anchored at midnight in 14½ fathoms water, the island bearing west, distant about 6 miles. At daylight this morning, after waiting for the passage of a rain squall, we got underway and stood outside of the Constable to avoid a shoal some 4 miles to the N. N. W. In the afternoon the breeze freshened finely, and we ran up to the Remire Islets, where we took on board a pilot from a French lugger that was waiting for us, and ran in and anchored to the northward of the Child [Enfant Perdu] in 3¼ fathoms. We have thus finely accomplished what I feared two days ago the currents and the calms would render impossible. The approach to Cayenne is pretty, the island being picturesque. The batteries at the town fired an evening salute as we came to anchor, in honor of the birth of Napoleon, this being the 15th day of August.

Friday, August 16.—Morning clear, with passing trade clouds and a fresh wind from E. S. E., which has continued all the past night. At 5 a. m. dispatched the junior lieutenant and the paymaster to pay my

respects to the governor, and ascertain whether I could be supplied with coal. These officers having proceeded to the town in a boat, were not permitted to land for want, as was alleged, of a bill of health certified from our last port, the governor rejecting as insufficient the certificate signed by surgeon and countersigned by myself, of the perfect state of health of the crew. The officers were informed that we might communicate with the town if we would undergo a quarantine of five days, but as they were also informed (by the captain of the port) that there was no coal to be had, the government yards not containing a sufficient supply for the steamers on the station, which were, on the contrary, awaiting the arrival of seven coal-laden ships from France, I did not think it worth while to pay the penalty of five days to visit the penal settlement of Cayenne, as I had no hobby on prisoners and prisons. In this matter of the coal there was a little discrepancy withal between the pilot and the officials, as the latter had told us there was plenty of coal on hand and of the best quality at two or three places in the colony. Coupling this with the fact that there was a Yankee consul at hand (the dealer in beef of the station) and two or three Yankee skippers, it may be just possible that the Frenchman lied politely when he said there was coal in the dockyard. The boat on her return to the ship had a hard pull against the wind and current. In one hour after her return we were under way. About 6 p. m. passed Salut (three islands), a French military station. Running along the coast toward Surinam in 9 and 10 fathoms water. Cayenne and health laws were certainly a novelty! The coolie trade flourishes here, a ship having arrived a few days before us with 500 on board. Humane Louis Napoleon! to substitute the white slave for the black!

Saturday, August 17.—Morning clear, with a fresh breeze [from] the southward and eastward. Running along the coast in 10 fathoms water, the soundings very regular. Observed in latitude 5° 56′. Passed the mouth of the Maroni at about noon, and at 4 p. m. ran across a sand bank in very muddy water some 15 miles to the northward and eastward of the entrance; having only 3 fathoms, hauled out N. N. W. until we deepened into 5 fathoms, which we did pretty soon, when we hauled in W. S. W. for the coast, carrying in 5 fathoms within 7 or 8 miles. At 9 p. m. anchored in 5 fathoms water about 7 miles from the land.

Sunday, August 18.—Weather clear, with a light breeze from the eastward, which freshened as the day advanced, and gave us a fresh breeze toward nightfall. . After passing Port Orange we ran over another 3-fathom bank, the water deepening beyond, enabling us to head in toward the coast as we approached Bram Point, off which we anchored (near the buoy on the bar) at 5:20 p. m. in 4 fathoms. Mustered the crew and read the articles of war. I had much perplexity in finding the mouth of the Surinam, such is the sameness of the coast. At 6 p. m. a steamer was descried in the west, steering for the harbor. Night setting in soon afterwards, we could not make her out. Went to quarters and cleared for action. Got up the smokestack and lighted the fires and made preparations for slipping the chain. At about 10:30 the stranger came up and anchored outside of us at the distance of about 4 miles. I concluded from the movement that she must be an enemy, as probably a mail steamer would have run the bar without waiting for daylight. I therefore directed all hands to be called at 4:30 a. m., and all preparations renewed for battle, with steam up, etc.

Monday, August 19.—Day broke clear, had all hands at quarters at 5:30 a. m., daylight. The strange steamer got up steam and ran up

toward us. Got our anchor and stood down for her. Hoisted the French colors. Soon afterwards the stranger hoisted French colors also. Hauled down the French colors and hoisted our own, and continued our course toward the stranger, and having come within speaking distance we hailed. A colloquy ensued, each of us asking the other if he had a pilot. The Frenchman ran in for the light vessel and we followed him. At the light vessel the Frenchman took a pilot. Soon after passing the light vessel we anchored to wait for the tide. At meridian got underway and proceeded up the river. The muddy waters of this stream and the low banks reminded us of the Mississippi. A dense, rich foliage covered the banks on either side and we passed several sugar estates with their tall chimneys and factories, and saw others in the distance, giving evidence of more prosperity in this slave state than we had seen either in Trinidad or Cayenne. Nothing can exceed the fertility of the soil, laden with rich crops of the sugar cane, beautified and densified with the charming tropical trees and plants, among which were the stately and graceful palm, the banana, the mango, etc. The negro population appeared well clothed and well fed, but the slave tenure is very precarious here, and the fear of their losing it has a sensible effect upon the prosperity of the colony. Sent a lieutenant to call on the governor soon after anchoring and received a visit from the French captain and from the senior Dutch ship. Some dealers in coal also came on board of us.

Tuesday, August 20.—Weather clear and temperature, out of the sun, quite cool and pleasant. Called on the governor and had an agreeable interview with him. Returned the calls also of the Dutch and French commanders. Received the visits of two Dutch commanders and several citizens. Made arrangements for receiving a supply of coal. The French steamer of war *Abeille* arrived from Cayenne. Sent an officer on board of her. Her commander called a few hours after.

Wednesday, August 21.—Clear; temperature, pleasant. Returned the visit of the commander of the *Abeille*. He is a clever man, with pro-slavery sympathies, and seemed to understand well the cause of our quarrel with the North, but is a Frenchman all over and seemed to think we had not treated the *pavillon Français* with due respect in running down upon the *Vulture* with battery ready and men at quarters. I told him that both interest and inclination prompted us to conciliate the good will of the grand nation, and that we had only exercised one of the usual rights of war, both in using his flag and running down upon his ship at quarters.

Thursday, August 22.—Clear and pleasant. Landed with Mr. Smith and my cockswain and took a walk, stopping at the hotel and reading such of the Yankee newspapers as I could find. The privateer *Sumter* made some figure in these lying sheets. Have received in the last two days just 18 tons of coal. The Yankee consul here is named Sawyer. He is a Connecticut man married to a dark mulatto who is the owner of slaves. He has exerted himself greatly to prevent our receiving coal. A worthy representative of Yankeedom and negrophilism. He has also tampered with the pilot, and otherwise shown himself worthy of himself and his cause.

Friday, August 23.—Weather clear; squally, with some rain at night. Our coal comes off very slowly, a little work going a great way with the negroes here. The French steamer of war *Vulture* went to sea to-day.

Saturday, August 24.—Clear and pleasant; some passing clouds and in the evening slight squalls and rain. The Dutch steamer with the mail arrived to-day from Demerara. We were looking anxiously for news

from home, as at last accounts (July 20, from New York) a battle near Manassas Junction seemed imminent. Demerara papers to the 19th instant contain nothing except that some skirmishing had commenced between the two armies. The French steamer of war *Abeille* went to sea.

Sunday, August 25.—Cloudy in the morning. Went on shore to church at half past 8. The good old mother has her churches and clergymen, even in this remote Dutch colony. It is estimated that there [are] 10,000 Catholics in the colony. The church was a neat, well-arranged building, the congregation full and mixed, the colored names greatly preponderating. The sermon was fluent but in Dutch, and therefore sealed to me, but the Latin mass and the ceremonial—the same all over the world—impressed me strongly and touched many cords of reminiscence. The people were devout. A detachment of the Government troops was present. A number received the communion. Mustered the crew at 11, and afterwards performed the agreeable duty of releasing a couple of prisoners; to release is always more pleasant than to confine. Some Dutch lieutenants visited the ship. On this day, in the quiet of the Sabbath sunlight, how strongly the thoughts revert to country, home, family, and friends, from all of whom, alas, we are separated under such painful circumstances.

We learn by late papers from Barbados that the U. S. S. *Keystone State* was in that island on the 21st of July, in search of us. She has not yet found us. There was quite a flutter in the dovecote at Key West, too, on the 8th of July, when the news of our arrival at Cienfuegos reached them. There was prompt coaling and steaming up on board the *Niagara* and *Crusader*, which vessels supposed they might overtake us at Cienfuegos or Trinidad, and blockade us anew, only in her Majesty's dominions. Soft, Mr. Shufeldt, and soft, Captain McKean—we had anticipated all this display of black Republican zeal. We knew that the Yankee man at Cienfuegos would telegraph the Yankee man at Havana, and that the latter would send a fishing smack to Key West, and we knew that the enemy had ships at that point. Soft, Mr. Shufeldt. A long and steady rain during the night.

Monday, August 26.—Morning cloudy, clearing off about 9 o'clock. Coaling and receiving wood and water. Little breeze and warm. The governor sends me an apology by the paymaster for not being able to show me some official civility and hopes that I will return at some future period under different circumstances. The dunce! His Government recognizes me a belligerent, and this entitles me to all the attention he could show the other party in the war.

Tuesday, August 27.—Morning cloudy, clearing as the day advanced. Got sights for my chronometers, which gave me satisfactory results. Still coaling and watering. We hear a report that there are two ships of war off the entrance, keeping themselves out of sight, hoping to waylay us. A fisherman is said to have supplied one of them with fish. He also reports them to have sent in for water to one of the seacoast plantations. We shall be ready for sea in a couple of days, when we will verify this report. The codfish and cheese community, with the Yankee consul who has the negro wife at their head, has been in a great stew ever since we have been here, endeavoring to frustrate our coaling by carrying on the big business of buying off lighters, etc. The nightly gatherings of skippers and small shopkeepers must keep the little town of Paramaribo in an unwonted state of excitement. The governor sends me to-day a "clean bill of health" by way of a sort of leave-taking. Poor man, he would no doubt be glad to

have me go, that he may get rid of the awful responsibility reposed upon him and his company of soldiers by my presence here. Evening breezeless and warm, inviting those pestiferous little insects, the mosquitoes, to board us. We have rumors of a battle having been fought at Manassas (in a private letter from Demerara) and of our having driven back the Northern hordes. As this news comes through the enemy's own channels, he must be badly beaten.

Wednesday, August 28.—Bright, elastic morning, with a gentle breeze from the S. E. Suspended the second lieutenant from duty for remaining out of the ship during his watch without leave and sending off a midshipman to keep it, in violation of the general orders of the ship, and justifying the act when called on in my cabin for an explanation. Coaling and watering. To-day the story of two men-of-war being off the bar, said to have been brought by a fisherman, is discredited. It dwindles down to one merchant ship having been seen. As no sail has been signaled it is probably the story of the three white crows. At all events we are nearly ready for sea and shall try to get out to-morrow. In the afternoon I took a walk on shore, strolling along the beautiful avenue leading from the Government house northward. It is a fine beaten track lined with cottages on either side, many in a very dilapidated condition. Nature seemed unwilling to admit of even the intrusion of so much cleared space as was necessary for the road, and the rich, dark soil on either hand pushed its magnificent forest trees and undergrowth in a wilderness of green to the very margin of the road, and little or no cultivated land enclosed, and this wilderness seemed to be alive with birds and insects; among the former the parrot seemed to be the most numerous and most lively, with its cheerful note. Evening, black clouds, threatening rain. Everybody very polite, but niggerdom will not work *sua sponte*.

Thursday, August 29.—Morning clear, afternoon cloudy, with the wind from the north. Having at length, after a delay of ten days, completed coaling and watering ship, I sent for the pilot at 9 a. m. to take us to sea. He came on board, and having decided that the tide would not be suitable until after nightfall I directed him to come on board at a suitable time in the morning. The coal merchant, who is an intelligent mulatto, is a large owner of slaves, and gave me a good deal of information as to planting, etc., in the colony. Sugar and cocoa are the chief products. Coffee is not produced, and cotton, though some attempts to raise it are made, is a failure. The mother country, like a sensible stepdame, makes the colony pay its own expenses through a system of taxes on imports and exports and a direct tax upon property. But a small portion of the lands (on the borders of the rivers) are brought into cultivation, owing to the want of labor. All classes are being mixed here, and all these Guianas, in course of time, will follow the fate of the West Indies and be owned and governed by a mixed race of whites and blacks.

Friday, August 30.—Weather fine, with a light breeze from the southward and eastward. Lighted the fires and raised steam for the purpose of running out, but the cabin and wardroom stewards having failed to come on board at the usual hour an officer was sent to hunt them up. Upon the return of this officer it became manifest that both these men had deserted. I immediately dispatched a letter to the governor, acquainting him with the fact and asking his interference to have them apprehended, and sent the bearer of the letter also to the chief of police, informing that officer that a reward of 50 guilders each would be paid for their apprehension. Promises were made by

both that every exertion should be made. Ordered the first lieutenant to permit the steam to go down to await the result of the search. Pilot on board. Having waited until 2 p. m. I got underway and we steamed down to the mouth of the river, where we came to. I did this in hope that my two deserters, thinking I had gone to sea, would come out of their hiding places, when the police would seize them. About 11 p. m., at half flood, I dispatched a boat to town with a midshipman and the pilot to learn whether the fugitives had been apprehended. The boat returned at 8 next morning with the report from the commissioner of police that the deserters had been traced to the "bush," as he expressed it, and that for the present there was but little hope of their capture. Visited in the evening a sugar estate.

Saturday, August 31.—After the return of our boat, as narrated above, we got up steam and ran out to sea, crossing the bar at meridian. Weather fine, with the breeze pretty fresh from the N. E. Having run off the coast some 7 or 8 miles north, as a blind, at 1 p. m. hauled up E. ½ S., with the intention of running along on soundings to avoid the current. In good trim and making fair speed.

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Sunday, September 1.—Cloudy; no meridian observation. Experienced no easterly current. Night, weather thick, with drizzling rain. Calm during the day, with a light breeze from the eastward at nightfall.

Monday, September 2.—Morning bright, with a fine, elastic breeze from the eastward. Some sea on, and we are rolling over the somewhat turbid, green waters, indicating soundings near Cape Orange. Light breezes all day and strong tide rips. Current 1½ miles per hour to the northward. Nothing seen. Latitude, 4° 50′; longitude, 50° 20′.

Tuesday, September 3.—Weather fine, sea blue, breeze fresh from about E. by S. Nothing seen. Exercised the crew at general quarters. Latitude, 3° 05′; longitude, 48° 44′. We are to-day, at noon, within some 45 miles of the place from which we bore up on the 11th of August for want of coal, so that it has only cost us three days and a half, or about 50 tons of coal, to regain our position. Unfortunately, however, we have lost what is much more valuable, twenty-three days. These, however, can not be said to have been wholly lost, as the display of our flag in Cayenne and Surinam has had an excellent effect.

Wednesday, September 4.—Weather clear, with a fresh trade from about E. by S. Most of the time we have carried fore and aft sails and have made a fine run in the last twenty-four hours, 175 miles, experiencing no current. We have now passed the mouths of the Amazon and are in about 25 fathoms of water on the Brazil side of the river. *Fortuna favet diligentibus.* At 1:20 p. m. discovered a sail a point on the weather bow, which soon passed out of sight about a point on the lee bow; could not make her out, but supposed her to be a brig. It is doubtful whether we could have overhauled her before night in the stiff trade wind that was blowing. Time and coal being important to us, we did not chase. Crossed the equator at 7:30 p. m. in longitude 46° 40′, and sounded in 20 fathoms of water. Latitude at noon, 44′ N.; longitude, 47° 12′.

Thursday, September 5.—Wind fresh from the E. S. E. Doubled Cape Gurupi during the early morning and sounded at meridian in 8 fathoms of water with no land in sight. Hauled up more to the eastward. At 3:30 p. m. made the island of San Joao on the starboard bow. Hauled in with this island and doubled its northeastern end in 6 and 7 fathoms water and shaped the course S. E. by S., which carried us into

some very broken ground, the soundings varying in a few casts from 7 to 4 fathoms. Hauled her out more to the eastward until we struck 8 fathoms, when we ran along in very equal soundings until we made the light at Mount Itacolomi, bearing S. by W. ½ W. Anchored in half an hour afterwards in 6½ fathoms. Latitude, 1° 03′ S.; longitude, 44° 48′.

Friday, September 6.—Morning thick with gathering clouds and wind increasing to half a gale by 9 a. m. At 7 a. m. hove up and in doing so broke our anchor in the shank near the ring, it having caught doubtless in the rocky bottom. At the fracture the metal was seen to have been very indifferent. Ran in toward the light, and with much anxiety ran into the bay (no pilot being in sight), rounded safely the shoals off Mount Itacolomi and passed the Meio Shoal, when to our great astonishment we suddenly ran upon a sand bank having two fathoms of water upon it. It was a mere ridge, and fortunately we hung upon it only about half [a] minute, knocking off our false keel, but doing no other injury that we could perceive. The tide afterwards fell 5 feet in an hour and a half. How lucky, therefore, that we did not strike an hour and a half later. We anchored after having again found the soundings (so irregular as to show us that we had gotten upon very foul ground) to the westward where the chart showed clean ground and bold water, and seeing some fishing boats on the shore adjacent we sent a boat and picked up a fisherman who took us up to the town of Maranham, where we anchored about 5 p. m. A Brazilian lieutenant of the navy, who visited us soon after on the part of the admiral, congratulated me upon my fortunate escape, both on the outer coast and in running the harbor, as the Brazilian ships of war never thought of going northward without a coast pilot.

Saturday, September 7.—Wind blowing a gale. This is the Brazilian Independence Day and all the men-of-war and some of the merchant ships are gaily decorated with flags, and the former have fired salutes. As our young nation has not yet been recognized we have taken no part in these proceedings.

Sunday, September 8.—Blowing fresh from the eastward. Visited the shore, but too late for mass. Dined with Mr. Olivier, a native of Louisiana settled here. Grand ball at the palace this evening; not invited, the stupid authorities, though individually well inclined, seeming fearful of committing themselves in some way. Anniversary of Molino del Rey.

Monday, September 9.—Fresh breeze, with clear weather. Feeling the necessity of some change I took up my quarters this morning on shore, at the Hotel Porto, where I am very comfortable. During the morning I called to see the president of the department, but he excused himself on account of indisposition and appointed 12 o'clock to-morrow for an interview. Captain Pinto, of the Brazilian navy, the captain of the port, and the chief of police, the president's confidential friend and adviser, called to see me and read to me a protest which the U. S. consul had made to the Government against my being permitted to receive coal, and indeed requiring the Government to cause me to depart, alleging that I had not been permitted to enter the ports of any of the European powers. I contradicted the false statements of this paper, and it was agreed that in the interview which I was to hold with the president to-morrow we would discuss this and other matters.

Tuesday, September 10.—Fresh trades, with occasional clouds. Called upon the president at 12, and was admitted to an interview, the chief of police and Captain Pinto being present. I exhibited to the presi-

dent my commission, and read to him a portion of my instructions, to show him that it was the desire of the Confederate States to cultivate friendly relations with other powers, and to pay particular respect to neutral property and rights, and the better to satisfy him that he might supply me with coal without a departure from neutrality, and to contradict the false statements of the U. S. consul, I exhibited to him a newspaper from Trinidad setting forth the fact that the question of the propriety of supplying me with coal in that island had been formally submitted to the law officers of the Crown and decided in my favor, etc. The president then announced to me that I might purchase whatever supplies I wanted, coal included, but munitions of war excepted. I then stated to him that this war was in fact a war as much in behalf of Brazil as of ourselves; that we were fighting the first battle in favor of slavery, and that if we were beaten in the contest, Brazil would be the next one to be assailed by Yankee and English propagandists. These remarks were favorably received, the three gentlemen evidently sympathizing with us.

Wednesday, September 11.—Fresh wind and cloudy. Painting ship and making preparations for the reception of coal. We are looking anxiously for the arrival of the Rio mail steamer, as we have a report brought by a Portuguese vessel from Pernambuco that a great battle had been fought, that we have beaten the enemy, and that we have marched up[on] Washington. God grant that our just cause may thus have triumphed. The whole town is agog discussing our affairs. Different parties take different views of them, the opposition party in the legislature, which is in session, being disposed to censure the Government for its reception of us.

Thursday, September 12.—Clear, with passing clouds; trade wind fresh as usual at this season of the year; indeed, these winds will continue to increase in force until December, when they will gradually give place to the rains. It has been a favorite project of mine from the commencement of the cruise to run off Cape St. Roque and there waylay the commerce of the enemy in its transit both ways, but the strong gales and strong current which now prevail will interfere for the present with my plan, and I must postpone it for awhile. If the war continues I shall hope to put it in execution at the proper time. It was at one time reported to-day that there were two United States vessels of war awaiting us outside off Santa Anna [Brazil], but the report proved to be the offspring of the excited imaginations of the townspeople. Had a conversation this evening with Señor Rodrigues, an intelligent lawyer and the speaker of the deputies, on the subject of the war. I found him pretty well informed, considering that he had received his information through the polluted channels of the Northern newspapers. He seemed to think that we had been precipitate in breaking our connection with the North, but I told him we had been the most patient, long suffering people in the world, and had waited till the last moment possible in hopes that the fanaticism which swayed the North would pass away, and that the responsibility of breaking up the once great Government of the North rested entirely upon the propagandists of that section. Two coal lighters alongside.

Friday, September 13.—Cloudy, with the wind very fresh from the eastward. The town is still busy discussing our affairs. A deputy asked me seriously yesterday if the president had not ordered me to haul my flag down as not being recognized. He said that the assembly had called upon him for an explanation of the course he had adopted toward us, but that he had declined to respond. It is reported, too,

that there are two ships of war awaiting us outside, near the Santa Anna light.

Saturday, September 14.—Cloudy, with fresh trades. Having finished coaling and receiving our other supplies, we are engaged to-day in paying off our bills. I have been enabled to negotiate a draft for $2,000 upon the Secretary of the Navy, Mr. J. Wetson, one of our fellow countrymen, temporarily here, having been patriotic enough to advance me this sum on the faith of his Government. He not only thus aided us, but was very anxious to come on board in person, if [he] could have wound up his business in time. In the evening at 7 p. m. I removed on board from the Hotel Porto, preparatory to going to sea to-morrow.

Sunday, September 15.—Cloudy, with very fresh trades. Received a pilot on board at 9 a. m. and gave orders to get up steam. At 11 a. m. mustered the crew and read the articles of war. At 12 got underway and stood out of the harbor. Mr. Wetson accompanied us and returned with the pilot. At 3:30 p. m. discharged the pilot, Mount Itacolomi bearing W. N. W. Steered N. N. E. until this mount bore W., when we steered N. E., etc.

Monday, September 16.—Fresh breeze from the N. E. all the past night and early this morning, and cloudy. At 6 a. m. kept away N. and afterward N. by E.½ E., with fore-and-aft sails set. In lieu of my St. Roque cruise for the present I am bound for the crossing line of the calm belt in the Northern Hemisphere, for homeward-bound California and Brazilian vessels, etc. Nothing in sight. Latitude, 17′ S.; longitude, 42° 59′ W.

Tuesday, September 17.—Deep blue sea, with a transparent atmosphere, trade clouds, and a fresh breeze from the S. E. At 11:30 let the steam go down, and uncoupled the propeller and put the ship under sail. Exercised the crew at general quarters. Not quite up yet with our cruising ground. Latitude, 2° 19′ N.; longitude, 41° 29′ W.

Wednesday, September 18.—Clear and cloudy by turns, with half a gale of wind from the S. E. and an ugly sea thumping us under the counter and causing us to roll heavily. We are on our cruising ground, but have seen nothing. Bore up in the afternoon and ran north to reach the calm belt. Latitude, 3° 38′; longitude, 40° 57′.

Thursday, September 19.—Sea of indigo blue, and a whole topsail breeze from the S. E. with a heavy sea, causing us to roll and tumble about to our great discomfort. I was obliged even to betake myself from my berth to my hammock. Hove to at 8 a. m., but filled away again at 9. Experienced a current of 20 miles setting S. E. in the teeth of the wind and heavy sea. Nothing in sight; weather not very clear. Latitude, 4° 33′; longitude, 40° 41′. Steering N. W. and N. W. by W. under topsails.

Friday, September 20.—Clear weather, with fresh gales from the S. E. and a heavy sea. At 1 p. m. uncoupled the propeller and made all sail to overcome the southeasterly current which we had experienced during the previous twenty-four hours; a current of about 40 miles S. E. Ship rolling and tumbling about to our great discomfort. Latitude, 4° 46′; longitude, 41°.

Saturday, September 21.—Weather clear and pleasantly cool, with fresh breezes from the S. E. and a heavy sea. Current last twenty-four hours S. E. 44 miles. We have been three days trying to get to the westward, making but a snail's pace every day, owing to this current. Nothing in sight, though we are now near the track of homeward ships from the Pacific and the coast of Brazil. Lucky ships, unlucky *Sumter!* Latitude, 5° 12′; longitude, 41° 59′. But patience!

Sunday, September 22.—Weather clear and fine, with moderate breezes from the S. E. Steering to the westward to approach more nearly the line of crossing along which we design to cruise, but we find it a difficult task to make westing against the strong easterly current that has beset us for the last four days. To-day its set was E. by S. ¾ S., and it drifted us in twenty-four hours 55 miles. We have not seen a sail since leaving Maranham, a week to-day. Dull cruising. At 11 mustered and inspected the crew and ship. Latitude, 5° 37′ N.; longitude, 42° 12′ W.

Monday, September 23.—Clear, with passing clouds; wind light, from the S. E., veering and hauling 2 or 3 points. We have experienced in the last three days a remarkable succession of tide rips, coming on every twelve hours and about one hour before the passage of the moon over the meridian. We have observed five of these rips, and with such regularity that we attribute them to the lunar influence attracting the waters in an opposite direction from the prevailing current, which is east, at the rate of some 2 miles per hour. We had a small gull to fly on board of us to-day, at the distance of 500 miles from the nearest land. The tide rips came up from the south and traveled north, approaching first with a heavy swell, which caused us, being broadside on, to roll so violently that we kept the ship off her course from 2 to 3 points to bring the roller more on the quarter. These rollers would be followed by a confused, tumultuous sea, foaming and fretting in every direction as if we were among breakers. We were, in fact, among breakers, but fortunately with no bottom near. No boat could have lived in such a caldron as was produced by this meeting of the waters. They generally passed us in about three-quarters of an hour, when everything would become comparatively smooth again. No observation to-day for latitude, but by computation we are in latitude 5° 25′, and longitude, chronometer, 42° 19′, current E. by S. 58 miles. So curious were the phenomena of the rips that the officers and men came on deck upon their approach to witness them. No sail in sight.

Tuesday, September 24.—Morning cloudy, with rain; wind light from the S. S. W. and S. W.; weather clearing partially about noon. Slowly and tediously plodding our way to the westward. Tide rips not so heavy this morning, and we have experienced less current, it being east 30 miles. This is our ninth day out, and we have not sighted a sail in all that time. Latitude, 5° 33′ N.; longitude, 42° 27′ W. We have been for the last three days within 15 or 20 miles of the direct line between St. Roque and New York, but nothing has passed. Tide rips at nightfall.

Wednesday, September 25.—Cloudy, with a moderate breeze from the S. W., freshening as the day advanced. At 6 a. m. the welcome cry of "Sail, ho!" was heard from the masthead. The sail, some 15 miles distant, bore N. E. by E. Ordered steam got up and at 6:30 steered up for the stranger. At 9 came near enough to show him the United States colors, soon after which he himself showed similar colors. Hailed him and found him to be the brigantine *Jos. Park*, of Boston, six days out from Pernambuco, in ballast. Sent a boat on board and captured him, hauling down the United States colors and hoisting our own as soon as our officers got on board. The prize had a crew of 7 persons and 1 passenger. Brought them all on board and put Lieutenant Evans on board the prize, with a midshipman and five men, with orders to cruise in company as a scout ship for the discovery of passing sails. At 1 p. m., having let the steam go down, put the ship under sail again, with her head to the westward, the *Park* taking a station to the westward

and to windward of us. At nightfall the scout ship drew in under our guns and followed our light at the peak during the night. Latitude, 6° 20′ N.; longitude, 42° 27′ W.

Thursday, September 26.—Morning fine and clear, with a light breeze from the S. W. The *Park* again assumed her station some 9 or 10 miles to the westward of us. Exercised the crew at quarters. The tide rips still continue, but not so violent. Water green, as if we were on soundings. Afternoon calm. The gratifying news of our troops having obtained a great victory near Manassas Junction, the rumor of which we had heard in Maranham, is at length confirmed by Northern newspapers found on board the prize. The Yankees must have been terribly thrashed, since they admit themselves that they were badly beaten. I learn also through the medium of one of the intercepted letters that we have beaten the enemy, too, in Missouri and killed General Lyon, one of the sudden notorieties of the revolution. This news comes per steamer via Portugal. I have been looking over the log of the prize—a very elegant specimen of English literature, by the way—and was amused at finding the following expression entered therein on the day after she sailed from Boston for Pernambuco: "We have a tight, fast vessel, and so we don't care for Jeff. Davis." My unfortunate prisoner "hallooed before he got out of the woods." The scout ship has drawn in without having seen anything during the day. Learn from an intercepted letter of the defeat and death of General Lyon.

Friday, September 27.—A beautiful, clear morning, with a light breeze from the eastward after a calm night. Called in the scout ship by signal to get a piece of timber from on board of her with which to make a quoin for the pivot gun. Latitude, 6° 24′ N.; longitude, 43° 10′ W.

Saturday, September 28.—Morning fine, with a light breeze from the N.E. Evening cloudy, with squally appearances, and wind from the S.W. Called the prize brig within hail and got on board from her her water and provisions, a few sails, spars, etc. Withdrew the prize crew and practiced firing at her as a target at the distance of about three-quarters of a mile. At nightfall set her on fire, and thus offered another sacrifice to the god of war. Latitude, 6° 10′; longitude, 44° 20′.

Sunday, September 29.—Beautiful, clear morning, with a gentle breeze from the S. E., and a smooth sea. Latitude, 6° 55′; longitude, 45° 08′. Evening set in squally and rainy. Running along to the N. W. under the topsails.

Monday, September 30.—Commences with cloudy weather and rain squalls. Latitude, 7° 33′; longitude, 45° 28′. We are again getting tired of dull work, having seen nothing since our capture of the 25th instant. At 8 p. m. a little excitement was produced by several persons at once singing out, "Light, ho!" Several were sure that they saw a red light very distinctly, and as this could be none other than a steamer's light (it being very calm) the engineer was ordered to fire up and all hands were called, the lights screened, and the battery cleared. After observing the horizon, however, for some time, it became manifest that it was only a meteor or a setting star on a hazy horizon that had been seen. The hammocks were again piped down and the fires banked.

Tuesday, October 1.—Cloudy and calm in forenoon. Weather very warm and rolling about uncomfortably, with nothing in sight. Exercised the crew at general quarters. Afternoon a settled rain; sailors up to their eyes in fresh water and soap, so few opportunities for washing have we had. Weather continued thick and rainy through the night. Latitude, 7° 39′; longitude, 45° 55′.

Wednesday, October 2.—Early morning partially cloudy, clearing away

beautifully toward noon, with a pleasant breeze from the N.W., reminding us of our Gulf of Mexico weather at this season of the year. Latitude, 8° 19′; longitude, 46° 23′. Evening and night calm; ship rolling lazily to some sea.

Thursday, October 3.—A charming day, with a light bracing breeze from the S. E. Although we have a bright sun and a distant horizon, there is nothing in sight. Rolling along to the N.W. under topsails. Latitude, 8° 30′; longitude, 46° 21′.

Friday, October 4.—Weather clear and beautiful, with trade clouds, a light breeze from the eastward, and a smooth, undulating sea. Nothing in sight. This is somewhat singular, as we are near the usual route for vessels between St. Roque and New York, and on the supposition that they would pass within 75 miles on one side or the other of this line, which is a large allowance, and that our circle of vision from the masthead has a radius of 15 miles, we should see every fifth that passes, and yet we have seen but one in seventeen days. This want of success draws largely upon the Christian virtue of patience, and calls for another virtue, perseverance. Latitude, 8° 55′; longitude, 46° 58′. Steered west and south during the night. We have undoubtedly struck the N. E. trades to-day.

Saturday, October 5.—Morning beautiful and clear, with fresh breezes from about E. N. E. At 10, "Sail, ho!" was cried from aloft in a long cadence, as if the lookout would mark the occurrence, now become so unfrequent, by a note of admiration. The sail bore dead to windward of us and was a great way off, probably some 17 or 18 miles. I immediately gave orders to get up steam, and in half an hour we were under its power with the sails all furled and heading for the strange sail. It soon became evident that the chase was standing across our bow to the northwest and was, therefore, most probably from the coast of Brazil or the Pacific. As she had a very fresh and fair wind I feared the chase would prove long and tedious, but after awhile, as the chase altered her bearing, we were enabled to put sail on the ship, and although the stranger crowded all sail and was evidently fast, we overhauled him after an animated and exciting run of three and a quarter hours. But we were greatly disappointed to see him show, when we had approached very near him, English colors. Hove him to and sent a boat on board of him. He proved to be the brig *Spartan*, of Halifax, from Rio to St. Thomas, from Rio 4th September, with no news, except, as he said, "the Northerners are catching hell." "How?" enquired the officer. "Why, by getting themselves so badly whipped by the Southerners." We had boarded him under United States colors. The skipper was a little ruffled, no doubt, by being hove to. Latitude, 9° 13′; longitude, 47° 21′. Bore away to the southward and eastward under sail, letting the steam go down. This night was what seamen call a "dirty one." The wind increased to a moderate gale, getting up quite a heavy sea, and a succession of violent rain squalls passed over us. The ship rolled and tumbled so violently as to render every one uncomfortable, and I was obliged to shift from my berth to my hammock to get a little repose. Latitude, 8° 31′; longitude, 47° 08′.

Sunday, October 6.—Squally, with a heavy sea and threatening-looking weather. Barometer, 29.87. Blowing a gale by meridian. The wind hauled gradually from E. N. E. to S. E. and S. S. E. in the course of nine or ten hours. Weather moderated about 9 p. m. Latitude, 8° 31′; longitude, 47° 08′.

Monday, October 7.—Dull, leaden clouds, with some sea left from the

blow of yesterday. Wind about east and moderate. Turned the reefs out of the topsails and made all sail to the S. S. E. Latitude, 8° 13′; longitude, 47° 13′. Wore to the northward and eastward at 6 p. m.; wind light and sea comparatively smooth during night.

Tuesday, October 8.—Morning fine, with light winds from the east; weather clear, with passing clouds during the day. At meridian wore to the southward and eastward. Nothing in sight. Truly we are in the doldrums. Latitude, 8° 52′; longitude, 46° 44′. Current to the northward and eastward; N. E. trades strong during the night.

Wednesday, October 9.—Clear weather, with passing trade clouds, and occasionally the appearance of a squall. Fresh N. E. trades. Latitude, 7° 21′; longitude, 46° 30′; currrent S. S. W. 26 miles.

Thursday, October 10.—Weather clear, with trade clouds and occasional squalls; wind light from S. E. to E. Current S. E. 25 miles. Latitude, 6° 22′; longitude, 45° 48′.

Friday, October 11.—Morning clear and calm. Tide rips. Squally appearance in the S. E. at noon. Latitude, 6° 38′; longitude, 45° 13′. We are within 35 miles of N. W. crossing.

Saturday, October 12.—Morning thick, rainy and squally, with a light breeze from the S. I have fairly given up the western side of my line, and am now making the best of way to the eastward. At noon to-day we are exactly on the crossing, being in latitude 6° 56′ and longitude 44° 41′. In the 25 days that we have been in the calm belt the ship has never been still an instant. We have at no time had a flat calm.

Sunday, October 13.—Morning clear, with trade clouds and a slight squall occasionally. We have taken the N. E. trade again, the wind being light from the N. E. At 10 a. m. wore ship to the northward and westward with the intention of abandoning our cruising ground, on which we have had so little success, and making our way slowly under sail to Barbados or Grenada. Latitude 7° 04′, longitude 44° 47′. At 11 a. m. mustered the crew and read the articles of war.

Monday, October 14.—Morning and until meridian fresh trade, with squalls. At noon she plotted on the diagonal between St. Roque and New York, in latitude 8° 31′, longitude 45° 56′.

Tuesday, October 15.—Clear, with passing trade clouds; wind fresh from the N. E. Day dawned as usual, with nothing in sight. Latitude, 9° 36′; longitude, 48° 11′. Running W. N. W.

Wednesday, October 16.—Clear, with many passing trade clouds and wind blowing half a gale from about E. N. E. Latitude, 10° 22′; longitude, 50° 05′.

Thursday, October 17.—Clear, with many passing trade clouds; blowing half a gale from the N. E., with a heavy sea pitching and tumbling about as usual. Nothing in sight save the heavens and the blue sea. We have been thirty-two days at sea, and seen but two sail in all that time. Latitude, 11° 37′; longitude, 51° 49′.

Friday, October 18.—Morning, rain squalls and calm; wind N. E. at 8 a. m., weather clearing toward noon. Nothing in sight. Latitude, 13° 01′; longitude, 53°, 12′.

Saturday, October 19.—Morning clear, with the wind light from the eastward. The sea heavy and confused as after a gale of wind. Nothing in sight. No sight for latitude. Latitude, D. R., 13° 33′; longitude, 53° 46′.

Sunday, October 20.—Morning, a rain squall, weather becoming more settled about noon; light, variable winds, N. E., N. N. W., and S. E. Latitude, 13° 46′; longitude, 54° 06′.

Monday, October 21.—Calms and light airs from the eastward, with

rain squalls. Nothing in sight and no observation for latitude. Latitude, D. R., 14°; longitude, 54° 07′.

Tuesday, October 22.—Weather fine, with a light breeze from the S. E. Latitude, 14° 21′; longitude, 54° 16′. Nothing in sight. Fired at target.

Wednesday, October 23.—Weather fine, with a smooth sea and calms and light airs from the southward and eastward. All starboard studding sails set. Latitude, 14° 36′; longitude, 54° 37′. Verily it is disheartening. It is now eighteen days since we have seen a sail.

Thursday, October 24.—Cloudy, with the wind from the eastward. At 6:30 a. m. descried a sail in the northeast; got up steam and gave chase. At 9 came up with a brig, which proved to be a Frenchman (the *Noir Mouché*), from Nantes to Martinique. Sent a boat on board of him. He had no newspapers, and said he knew the United States were at war (we had the United States colors flying), but with whom he did not know. Enlightened Frenchman! Or this may teach us a lesson of humility, as showing us how little is thought in Europe of the American revolution. The brig was a clumsy specimen of architecture and was out forty-two days. We detained her less than half an hour and permitted her to go on her course again. Our ill luck seems to culminate, for two out of the only three sail we have seen in thirty-nine days have proved to be foreign. Latitude, 15° 20′; longitude, 54° 51′.

Friday, October 25.—Fresh breeze from the N. E. and trade-wind weather; morning, a few rain squalls, clearing, but with passing clouds, as the sun gained altitude. Latitude, 16° 54′; longitude, 55° 30′. Afternoon, heavy, overcast sky, with half a gale of wind. At 2:50 p. m. descried a sail on the starboard quarter bearing about E. S. E. Got up steam and gave chase, and at 5 p. m. came up with, fired a blank cartridge at, and spoke a Prussian ship, which I caused to heave to for the purpose of sending a boat on board of him, but as in the meantime the wind freshened and considerable sea had arisen, and as I had no doubt of the character of the ship, I gave him leave to fill away and proceed on his course (to some one of the Windward Islands) without boarding him. As I was rounding the ship to, near this vessel, we came so near a collision that my heart stood still for a moment as the bow of the huge, heavily laden ship passed our quarter almost near enough to graze it. If she had been thrown upon us by one of the heavy seas that were running, we should probably have been cut down to the water's edge and sunk in a few minutes. This will give me a lesson as to the space my long ship requires to turn in when she has a sea on the quarter or bow. We are forty days out to-day, have seen 4 sail, and 3 of the 4 have proved to be foreign. I am not discouraged, however, but I have had an excellent opportunity to practice the Christian virtue of patience, which virtue, I think, I am a little deficient in.

Saturday, October 26.—Clear, cloudy, squally; clear at noon, wind fresh from E. by N. to E. N. E. This is certainly the most capricious climate at this season in the world, since we have half a dozen changes in a day. Latitude, 18° 13′; longitude, 56° 04′.

Sunday, October 27.—A beautiful, clear day, with a light breeze from the E. N. E. and a few summer-like passing trade clouds. Two sail in one day. At 8:30 a. m. a sail was descried in the S. E. We immediately gave chase with all sail, and added steam to sails in about an hour and a half. We came up with the chase about 3 p. m., the chase proving very fast. We showed as usual the United States colors, the chase

showing the same. Fired a blank cartridge and ordered the chase hove to. Sent a boat on board and captured him, hauling down the United States and hoisting our flag, as our officer got on board. She proved to be the schooner *Daniel Trowbridge*, of New Haven, Conn., from New York to Demerara, with a cargo of provisions, cargo belonging to same owner as vessel, D. Trowbridge, of Connecticut. Sent a prize crew on board and left in pursuit of another sail that had been descried in the meantime, with which we came up at dark. She proved to be a brigantine from Novia Scotia to Demerara (English). Permitted him to proceed on his course. Banked fires and put the ship under sail, with a light at the peak and the prize in company. Latitude, 17° 54′; longitude, 56° 30′.

Monday, October 28.—Fine, clear weather, with a moderate sea and a light breeze. Called the prize within hail, hoisted out the Tallapoosa, and sent her alongside and commenced receiving provisions. I felt truly thankful to a kind Providence for this windfall, for we were running short of provisions, beef bad and wormy bread, and here were more than we needed of the best pork, beef, hams, flour, bread, crackers, etc. This was truly a Yankee cargo, there being a large number of pigs, sheep, and geese on board. A busy, bustling day, with boats passing to and fro, and men busy on both ships with boxes, barrels, etc. To get at the cargo we threw overboard the superincumbent articles, and strewed the sea with Connecticut woodenware and brooms. Latitude, 17° 03′; longitude, 57° 07′.

Tuesday, October 29.—Another favorable day for unloading the prize; wind light from eastward and not much sea on. We are filling up with five months' provisions. In the meantime we are enjoying the luxury, far away out at sea and forty-three days from port, of fresh meat, the sheep on board the prize being in excellent condition, and I had them slaughtered in sufficient numbers for the crew yesterday and to-day. At noon the sky becoming overcast. Latitude, 16° 54′; longitude, 57° 33′.

Wednesday, October 30.—A beautiful, serene day, with a light breeze from the southward and eastward, and a smooth sea. At 7 a. m., "Sail ho!" from aloft. Dispatched a couple of boats to the prize schooner to bring away some of the live stock, and sent orders to the prize master to set fire to the prize and return on board. These orders being all executed and the boats run up, at 8:30 steamed in pursuit of the strange sail. At 11 came up with and sent a boat on board of the Danish brig *Una*, from Copenhagen to Santa Cruz, sixty-six days out. Permitted her to proceed on her course after a detention of about half an hour. We showed her the United States colors. This evening, having directed the junior lieutenant to send to the master of the prize schooner *D. Trowbridge* for two log slates of the schooner, which he (the master) had put among his private luggage, it was reported to me that the master in delivering these articles to the messenger, the sergeant of marines, used this insolent language: "Damn them, I hope they will do them no good, and if they want a shirt I can send them that too." I had this man seized and put in double irons. Latitude, 16° 40′; longitude, 58° 16′.

Thursday, October 31.—Beautiful, clear weather, with a light breeze from the southward and eastward. Got up and secured the ball cartridges, some of which had been damaged by the dampness, and overhauled the port pump, which had gotten out of order. At 2 a. m., a light having been reported to me, I ordered the steam gotten up and made pursuit. As we came up with it we found it to be a burning

fragment of the prize schooner which we had fired eighteen hours before. Banked fires. We have been greatly interested since our last capture in examining a lot of newspapers found on board. They are as late as the 8th of October, and give us most cheering accounts of the war. We have gloriously whipped the enemy at all points, and have brought Missouri and Kentucky out of the Union; and the tone of the European press is highly favorable to our cause and indicates a prompt recognition of our independence, and all this cheering information we get from the enemy himself. Latitude, 16° 54′; longitude, 57° 59′. The master of the prize schooner *Trowbridge* having made a very humble apology for his conduct of yesterday and asked to be released from confinement, I directed him to be discharged from close custody and have his irons taken off.

Friday, November 1.—Morning cloudy, with light variable winds and a swell from the northwest. Rain near noon. Latitude, 16° 52′; longitude, 57° 25′.

Saturday, November 2.—Morning, heavy clouds, with rain, breaking away somewhat toward noon. Spread the awnings and caught some water. "Sail, ho!" at early dawn. Got up steam and gave chase, and at 7 a. m. came up with and sent a boat on board the British brigantine *Falcon*, from Halifax to Barbados. Banked fires. Latitude, 16° 32′; longitude, D. R., 56° 55′. Wore ship to the northward at meridian. Received some papers from the *Falcon*, but not so late as our previous advices by the *Trowbridge*. The *Keystone State* was in Trinidad in pursuit of us early in August, and the *Powhatan* at Curaçao on the last of August. At 4 p. m. a sail was descried from aloft, and half an hour afterwards another. Got up steam, and at 5 p. m., or just one hour before dark, gave chase to one of the sail, with which we came up about 7 p. m. Sent a boat on board of her. She proved to be a British brigantine, fourteen days from Halifax, bound to Demerara. By this time it had become very dark, and the other sail had passed out of sight. Banked fires. Rain. We have thus seen three sail in one day. And of the nine we have spoken on this cruise seven have been foreign! But patience; fortune will smile hereafter.

Sunday, November 3.—Weather fine, with a smooth sea and a light breeze from the northward and eastward. At 6:30 a. m. a sail was reported in the southwest. Got up steam and gave chase. As we approached we perceived the stranger to be a steamer under sail, and soon afterwards she hoisted the white English flag. Cleared ship for action and approached the stranger within three miles, from which distance it appearing plainly that she was an English man-of-war, we banked fires, made sail, and wore ship to the southward and eastward. Filled six of the water tanks with salt water. At 11 a. m. mustered the crew. Latitude, 16° 35′; longitude, 57° 38′. Evening, light airs and calms.

Monday, November 4.—Weather fine, with light breeze from the eastward and a long, undulating sea. At 8 a. m. bore up west for the islands. Latitude, 16° 43′; longitude, 57° 45′. Our live stock still gives us fresh provisions and the ample stock of Irish potatoes received from the prize are having a good effect upon the health of the crew, who were beginning to show scorbutic symptoms.

Tuesday, November 5.—Weather fine, with a light breeze from the eastward and a smooth sea. At 6:30 a sail was descried in the northeast. Got up steam and gave chase. As we advanced a second sail was descried in the north. At 9 came up with and sent a boat on board the English brigantine *Rothsay*, from Berbice for Liverpool. We

then gave chase to the second sail, and after we had advanced a short distance a third sail was reported, nearly in the same direction. At 10:30 came up with and sent a boat on board of the French brigantine *Poor Orphan*, from St. Peters [St. Pierre] (France) to Martinique. Made chase now of the third sail, and at 12:40 came up with and spoke and sent boat on board the English ship *Plover*, from Barbados to London. Latitude, 17° 10′; longitude, 59° 06′. Banked fires at 1 p. m., and put the ship under short sail.

*Wednesday, November 6.**—Weather very fine, with a light breeze from the eastward and a smooth sea; trade clouds fleecy and indicating settled weather. Steering S. W. under topsails. Latitude, 16° 39′; longitude, 59° 54′. Hauled by the wind on the port tack at midnight to avoid Deseada [Désirade] and Petite Terre.

Thursday, November 7.—Weather fine, with a moderate breeze from the eastward and a smooth sea. At daylight, "Sail, ho!" close aboard. Got up steam and gave chase, and at 7 a. m. came up with and sent a boat on board of the English schooner *Weymouth*, from Weymouth, Nova Scotia, to Martinique. This is the fourteenth sail we have spoken during the cruise, twelve of which have been foreign; the last nine consecutively have been foreign. At 7, land was reported from aloft, the island of Deseada [Désirade] bearing W. N. W. We soon after made the island of Marie-Galante, Guadeloupe, and the Saints, and at 10:30 the island of Dominica. Latitude, 16°; longitude, 60° 46′. At 4:30 p. m. doubled the north end of Dominica and steered S. W., banking the fires. At 5, showed the United States colors to an English bark off the mouth of Prince Rupert Bay; she being within the marine league of the land, we did not board her. At 9:30 "Sail, ho!" close aboard. Beat to quarters and got up steam, and in fifteen minutes gave chase. In half an hour came up with and sent a boat on board of the French brig *Fleur de Bois*, from Martinique to Bordeaux. Banked fires and made sail. Reports no Yankee vessels in Martinique.

Friday, November 8.—Weather fine, with a light breeze from the N. E. and a smooth sea. At daylight a sail was reported in sight in the W. S. W. Got up steam and gave chase. At 8 a. m. came up with and sent a boat on board of the English brigantine ——, of Yarmouth, Nova Scotia, from Demerara to Yarmouth. Put the ship under steam, steering S. E. by S. The mountains of Dominica dimly in sight at a distance of about 40 miles. Seventeenth sail overhauled this cruise. Latitude, 15° 08′; longitude, 61° 54′. At 1:30 p. m. made the island of Martinique, a bold and picturesque island, and at 6 let the steam go down and put the ship under trysails, the town of St. Pierre bearing at 8 p. m. N. E. ¼ E., distant 6 miles. Several small coasting schooners and sloop plying near the shore as we ran in for the town. Near enough to the town to hear the 8 o'clock gun. Hauled off at 6 p. m., let the steam go down, and stood S. by W. under easy sail during the night.

Saturday, November 9.—Weather fine during the morning. At daylight got up steam and stood in for the land to the northward of Fort St. Louis Bay [Martinique], running down the coast as we approached. The coast all the way in to the anchorage is bold and clean. Ran within 300 yards of Negro Point, passing a passenger steamer bound to St. Pierre, and anchored in six fathoms water, with the south end of the fort bearing E. ¼ S., and wharf about N. by E. A pilot soon after came on board, and we got up anchor and went into the Carénage east of the fort, the health officer visiting us in the meantime and giving us *pra-*

* Anniversary of the election of Abraham Lincoln, President of the United States.

tique. Sent a lieutenant to call on the governor and afterwards visited him myself. I stated in this interview that I had come into Martinique to refresh my crew and obtain such supplies as I needed, coal included. The governor replied that he could not supply me with coal from the Government stock, but I was free to go into the market and purchase what I wanted, he, the governor, not knowing anything about it; and that as to my prisoners, if the U. S. consul at St. Pierre would become responsible for their maintenance, I might land them. With his consent I sent the two masters up to St. Pierre in the packet to see their consul and arrange the matter. I dispatched, also, the paymaster to look after coal and clothing for the crew, giving leave to Lieutenant Chapman to accompany him. The governor at one time ordered me to shift my berth by returning to my first anchorage, but countermanded this order upon my demanding an explanation of it. He seemed disposed, too, to restrict my procuring supplies at this place, on the ground that it was merely the seat of government and a military and naval station, but upon my insisting upon my rights, under the treaty proclamation, to be treated in all respects as a lawful belligerent, etc., he abandoned this point. The French colonies are governed by the minister of marine, naval officers being the governors and chief officials. The governor of Martinique is a rear-admiral. Evening, rain. Let some of the men go on shore.

Sunday, November 10.—Rain in the early morning, clearing toward 8 o'clock. Went on shore and accompanied Mr. Guerin to the governor's mass 8 a. m. The interior of the church is very pleasing, with some valuable paintings. The congregation was small. A detachment (one company from each regiment) of soldiers entered the main aisle and formed in double lines a few minutes before the commencement of the service. The governor, with his staff, entered punctually and the service lasted about three-quarters of an hour; fine music from a band in the orchestra. The blacks and whites occupy pews indiscriminately, though there is no social mixture of the races. All colors have the same political rights, notwithstanding which the jealousy and hatred of the whites by the blacks is said to be very great. Was visited by Mr. Guerin and a number of gentlemen, members of the colonial legislature and others, to whom I explained the true issue of the war, to wit, an abolition crusade against our slave property; our population, resources, victories, etc., to all of which they listened with much appearance of gratification, and which they also expressed from time to time, lamenting the blind policy of the home government. Mustered the crew and read the articles of war. Three of the prisoners have shipped. Let another batch of liberty men go on shore. Two of yesterday's batch did not come off in time this morning; since came on board. Visited the Savannah [Fort St. Louis] to hear the music, which is given every Sunday evening. It was a gay and beautiful scene, the moon, the shade trees, the statue of Josephine, the throng of well-dressed men and women, the large band and the fine music, the ripple of the sea, and last, though not least, the katydids, so fraught with memories of home dear home!

Monday, November 11.—Weather clear and pleasant, with refreshing trade winds. Watering ship. Visited the town and went shopping in company with Mr. Guerin. Found French manufactured clothing, etc., reasonably cheap. In the afternoon strolled on the heights in the rear of the town, and was charmed with the picturesque scenery on every hand. The little valleys and nooks in which nestle the country houses are perfect pictures, and the abrupt and broken country presents delight-

ful changes at every turn. I saw but few signs of diligent cultivation. The negro race is here, as it is everywhere else, an idle and thriftless one, and the purlieus of the town where they are congregated are dilapidated and squalid. The statue of Josephine in The Savannah is a very fine specimen of the arts. It represents her in her natural garb, and she appears, indeed, a charming woman. This is her native island. The U. S. consul came down to-day from St. Pierre, and I landed the remainder of the prisoners, twelve in number, putting them on parole. I had them all assembled in the gangway and questioned them as to their treatment on board. They all expressed themselves satisfied with it. The officers returned from St. Pierre and reported that coal was to be had, but that the collector of the customs had prohibited the merchants from selling it to us. Wrote the governor on the subject.

We have the gratifying intelligence that Captain Hollins, with some armed steamers, had driven the enemy from the mouth of the Mississippi, sinking the *Preble* and driving the other vessels on the bar of the Southwest Pass. Mr. Seward has issued a proclamation desiring the governors of the Northern States to put their forts, etc., in condition as well on the seaboard as on the lakes. This, with Fremont's abolition proclamation, will be of great service to us. *Quem Deus*, etc The governor consents to my coaling at St. Pierre.

Tuesday, November 12.—Fine, pleasant weather. Watering ship. I did not visit the shore to-day. Some of the officers are on shore dining, etc., with the French naval officers. There is evidently great sympathy for us in the island. We have gotten on board all our liberty men, no one of them having shown a disposition to desert. At 9 p. m. a drunken fireman jumped overboard and swam ashore, in spite of the efforts of a boat to catch him. He thus braved the discipline of the ship solely for a glass of grog, so strong upon him was the desire for drink. We sent an officer for him and caught him in a grog shop. It is reported to us as coming from the captain of the port that there is a frigate cruising off the Diamond Rock. The ship *Siam* arrived to-day with 444 coolies.

Wednesday, November 13.—Got up steam and unmoored ship at daylight, and at 6:30 passed out of the harbor of Fort Royal, or rather, now Fort de France. The pilot repeated the intelligence that there was a frigate off the Diamond Rock. As we passed the picturesque country seat of the governor, perched upon a height overlooking the sea, we hoisted the French flag at the fore. Passed the St. Pierre steamer on her way down. At 8 came to in the harbor of St. Pierre at the man-of-war anchorage, south of the town. Several of the custom-house officers visited us, saying that they had not come on board officially but merely out of civility and from curiosity to see the ship. Sent a lieutenant on shore to call on the commandant and make arrangements for the purchase and reception of coal, dispatching to the collector the governor's order to permit us to embark it. At 1 p. m. shifted our berth nearer to the shore for the convenience of coaling, mooring head and stern with a hawser to the shore. Received on board 30 tons by 9 p. m. Sent down the foreyard for repairs. Quarantined the paymaster and surgeon for being out of the ship after hours, but upon the explanation of the former released them both. The market square near the water is thronged with a dense crowd eagerly gazing upon the ship, and the newspaper of to-day gives a marvelous account of us, a column in length. Among other amusing stories they claim me to be a French officer, formerly serving on board the *Mercure*.

Thursday, November 14.—Rain in the forenoon. Busy coaling and

getting on board a few necessary stores. The dense throng still continues at the market place, and the ship has been thronged with visitors. It is reported that the *Iroquois* sailed from Trinidad on the 2d November, and that there are three ships of war of the enemy at St. Thomas, one sail vessel and two steamers, and that one of them was expected here last night. She has not yet made her appearance. It will be difficult for her to prevent our sailing. At 2:30 p. m. the steam sloop *Iroquois* of the enemy made her appearance, coming around the north end of the island. She had at first Danish colors flying, but soon changed them for her own. She steamed ahead of us very slowly, and taking up a position some half to three-fourths of a mile from us, stood off an on during the afternoon and night. Finished receiving our coal and provisions (sugar and rum) at about 9 p. m., when I permitted the crew to have their hammocks as usual. Directed everything to be kept ready for action. Visited in the afternoon by the mayor of the city and some gentlemen, who assured me of the sympathy of the citizens and of the colony generally. At 1:30 a. m. I was called by the officer of the deck and informed that the *Iroquois* was standing in for us and approaching us very close. Called all hands to quarters and made all preparations to receive the enemy in case he should attempt to run us on board. He sheered off, however, when he came within 300 or 400 yards. He repeated this operation several times during the midwatch, imposing upon us as often the necessity of calling the men to quarters. Indeed, from about 2:30 they slept at their guns. Great excitement pervades the entire city. The market square, the quays, and the windows of the houses are thronged by an eager and curious multitude, expecting every moment to see a combat. The enemy approached us at one time within a ship's length.

Friday, November 15.—Fine, bright morning. At 7:30 a French steamer of war* came in from Fort de France and made fast to one of the buoys. The *Iroquois* about a mile from us. At 8:30 sent a boat on board the Frenchman to pay the usual ceremonial visit. The throng in the town unabated, multitudes being gathered near the water looking out upon the two ships. At 10 the French captain paid me a visit. He came up, he said, with orders from the governor, to preserve the neutrality of the port between the two belligerents, and in case the *Iroquois* came to anchor, to demand of the captain a promise that he would not proceed to sea for twenty-four hours after our own departure. I wrote to the governor, informing him of the violation of the neutrality of the port by the *Iroquois*, and desiring him to apply the proper remedy. During this night the *Iroquois* did not approach us so near as the past night. Closed in the gun deck ports, got the swinging booms alongside and directed the crew in case of being called to quarters during the night to repair to the spar deck as boarders, boarding being the mode in which the enemy would attack me, if at all.

Saturday, November 16.—Morning fine, threatening rain about noon. The *Iroquois* ahead of us, about a mile distant. At 10 a. m. I returned the visit of the French commander. I pointed out to him the insolent manner in which the *Iroquois* was violating the neutrality of the port. No additional orders have been received from the governor. Scraping and painting ship and repairing the engine to put it in thorough condition for service. At meridian the *Iroquois* came to anchor about half a mile from us, at the man-of war anchorage. The captain of the *Acheron* visited me to say that the governor had directed him to say to me

* *Acheron*, Captain Duchaxel.

if I preferred it he would be glad to have me visit Fort de France with my ship, where he could afford me more ample protection, and whither he presumed the *Iroquois* would not follow me, and if she did that he would compel her to depart from French waters. I replied that before deciding upon this invitation I would wait and see whether the *Iroquois* accepted the condition of remaining twenty-four hours after my departure or departing twenty-four hours before me. The *Iroquois* got underway again immediately after anchoring, and in the evening the captain of the *Acheron* sent a lieutenant on board of me to say that the commander of the *Iroquois* refused to accept the condition, and that he had been directed to withdraw himself beyond the marine league in consequence. She remained a few hours to supply herself with refreshments, and at nightfall took her station, but not at the distance of a league, during the night. We have thus taught this ignorant Yankee captain some knowledge of and some respect for the law of neutrality. In the afternoon I took a delightful stroll along the beach to the northward.

Sunday, November 17.—Morning fine. Visited the church opposite the ship and heard mass. The congregation was very large, composed chiefly of blacks (women). We were politely invited into the trustees' pew. A short sermon, chiefly addressed to some young persons who had just made their first communion, was delivered by a good-looking young priest, who had good command of language, and was easy and graceful in his manners. A sort of police officer or fugleman officiated here as at Fort Royal [Fort de France], a feature which I did not like. The *Iroquois* preserves her distance by daylight.

Monday, November 18.—Fine, pleasant weather, wind light and variable. The enemy cruising off the harbor as usual. During the morning a French man-of-war schooner arrived from Fort de France with the governor on board (who visits St. Pierre to distribute premiums to the schools) and about a hundred troops to reenforce the fort. Repairing our machinery and painting ship. Some boatmen have been imprisoned by the authorities for going out to the enemy. At nightfall the director of the customs came off to see me, and said that the governor had said to him that he expected to see the captain of the *Sumter* at his, the director's house; adding that he said this of his own motion, the governor not having authorized him to say as much to me. I took the hint and went on shore, accompanied by my clerk, at 8 p. m., to call on his Excellency. He did not seem to have anything in particular to say except to renew his invitation to me to go to Fort de France in my ship, which I declined, on the ground that this would be a more convenient port from which to escape and one affording more facilities for the repairs of my engine. He told me that the captain of the *Iroquois* pleaded ignorance as to his violation of the neutrality of the port, but, added he, he knew better. An American (enemy) schooner got under way at dusk and stood out to the *Iroquois*, where she remained about an hour before proceeding on her course to the northward and westward.

Tuesday, November 19.—Some surf observable this morning, increasing until about 4 p. m., with the wind variable, settling for a short time in the southeast. I became anxious on account of my berth, which was represented to me as insecure in case of a blow from the seaward. I sent and got the pilot on board, but when he came he said he thought we should not have bad weather, and as by this time the sea had gone down, I was of his opinion, and concluded to remain at my anchors for the present, especially as the repairs to our machinery would be finished by to-morrow evening. Heavy rain in the evening. The *Iroquois*

within the marine league. Visited by the commander of the French schooner of war whom we called on yesterday. About 10 a. m. the British mail steamer arrived from St. Thomas. Sent a boat on board of her and got English papers to the 1st November. She brings intelligence of the enemy's steamer *San Jacinto* having boarded an English steam packet, and taken out of her Messrs. Slidell and Mason, who had been carried to The Havannah by the *Nashville* [*Theodora*]. The English people will regard this as an insult to their flag, and in this way it may do us good. Night clear, moon rising a little before 8; not quite darkness enough for our purpose yet.

Wednesday, November 20.—Morning clear, wind variable, clouding toward noon. The *Iroquois* never loses sight of us, violating the neutrality of the port by night, by coming within the marine league to observe us. Sent the engineer on shore to hurry the repairs of his pumps. Loosed sails. Furled at meridian and ordered the fires to be lighted at 1 p m., the weather looking unsettled. Heeled the ship and scraped the grass off her port side, near the water line. The *Iroquois* crawled in again last night, within about a mile and a half. The night being cloudy we lost sight of her in the early part of the night for the first time.

Thursday, November 21.—Cloudy, with slight showers of rain. Drew the charges from the battery and reloaded it and examined and put in order for action the small arms. Got up some barrels of wet provisions and arranged them on each side of the quarter-deck to trim ship, she being an inch or two too much by the head. A boat employed filling up our water. Changed our fasts to the shore in readiness for a move. Hurrying the engineer with his work. I fear every moment to see another enemy's ship arrive. During the morning the governor returned in the *Acheron* to Fort de France and in the afternoon the *Acheron* returned. Wrote a note to the latter, complaining of the continued violation of the neutrality of the port by the enemy's ship. Did not like the tone of it; will reply to it. Engineer not ready, and so we are obliged to lie over another day.

Friday, November 22.—Morning partially cloudy. The enemy about two and a half miles distant. The engineer will be ready to-day, and God willing, we will get out to-night. Wrote to the captain of the *Acheron* in reply to the position assumed by the governor. Muffled the windlass. Getting on board some water. Last night between 8 and 9 o'clock, the engineer being on shore near the north end of the town, saw two of the *Iroquois*' boats, and heard one of them say to the other, "Harry, that's she; I see her," in allusion, doubtless, to the presence of this vessel. We were all very anxious, as the night approached, as to the state of weather, and lo! for the first time in five or six days we had a beautiful starlight night, without a speck of a cloud anywhere to be seen. The enemy continued in plain sight, and our black smoke, as it issued from the stack, would have betrayed us at a distance of five miles. We were therefore reluctantly compelled to give up the attempt.

Saturday, November 23.—Beautiful clear morning, with every appearance of settled weather. Fine star-lit nights and clear settled days, though very pleasant to the lover of nature, are not quite such weather as we require for running a blockade by a ship which keeps herself in plain sight of us, and which has the heels of us. But we must have patience and bide our time. Several sails have come in and departed during the last twenty-four hours. The enemy in the offing, as usual. Toward noon it began to cloud up and we had some rain, and I had

strong hopes that we should have a cloudy, dark night. The moon would not rise until 11:7, and if we could be aided by a few clouds, we should have sufficient darkness, for be it known that in these tropical climates, where almost every star is a moon, there is no such thing as darkness when the firmament is clear. But my hopes began to fade with the day, for one cloud disappeared after another as the sun went down, until the night promised to be as serene and bright as the last. Venus, too, looked double her usual size, and being three hours high at sunset, shed forth a flood of light, little less than that of the moon in a northern latitude. Notwithstanding all these discouragements, however, I resolved to attempt the run, and having made all the necessary preparations silently, so as not to awaken the suspicion of the townspeople, who were always on the alert, at about five minutes before 8 o'clock gun fire I directed the chain to be slipped and the fasts to the shore cut, and put her under steam. The enemy being on the starboard bow, and apparently standing toward the north point of the roadstead, I headed her for the south point, giving her full steam. So much on the *qui vive* were the townspeople that we had scarcely moved 20 yards when a shout rent the air, as [and] there was a confused murmur of voices as if Babel had been let loose. As we neared the French steamer of war *Acheron*, signals were made to the enemy by means of blue lights from one of the Yankee schooners in port, perceiving which and knowing that the signals were so arranged as to designate our direction, after running a few hundred yards further, I doubled and came back under cover of the land, where I stopped once or twice to assure myself that the enemy was continuing his course in the opposite direction in obedience to his signals, when, as soon as the engineer could do so (for he had to cool his bearings, and this was truly an anxious moment for me), I gave her all steam and stood for the north end of the island. As we approached it the fates, which before had seemed unpropitious to us, began to smile, and a rain squall which had come up quite unexpectedly began to envelope us in its friendly fold, shutting in our dense clouds of black smoke, which were really the worst tell-tales we had to dread. The first half hour's run was a very anxious one for us; but as we began to lose sight of the lights of the town, and to draw away from the land, we knew that the enemy had been caught in his own trap, and that we had successfully eluded him. I had warned the French authorities that their neutrality would be disregarded and that these signals would be made, but they took no steps that I could learn to prevent it. The commander of the *Iroquois* had been guilty of a shameful violation of good faith toward the French naval officer, to whom he made a promise that he would respect the neutrality of the port, by sending his pilot on shore and arranging these signals with the Yankee skippers. Yankee faith and Punic faith seem to be on a par. Our ship made good speed, though she was very deep, and by 11:30 we were up with the south end of Dominica. Here the wind fell, and we ran along the coast of the island in a smooth sea, not more than 4 or 5 miles from the land. The moon by this time being up, the bold and picturesque outlines of this island, softened by her rays and wreathed in fleecy clouds, presented a beautiful night scene. The sleeping town of Roseau barely showed us the glimmer of a light, and we passed but one coasting schooner. At 2 a. m. we were off the north end of the island, but now heavy rain squalls came up and rendered it so thick that we were obliged to slow down and even stop the engine, it being too thick to run. The squall lighting up a little, we endeavored to feel our way in the dark, and mistook the south for the

north end of Prince Rupert Bay and ran into it instead of doubling the island, and only discovered our mistake when we had gotten fearfully near the shore and whitened our water. Hauled her broad out, and again put her under very slow steam. The weather now lighting up more, we put her under headway again and doubled the island and shaped our course E. by N. It was now 4:30 a. m., and I went below and turned in. *Deo gratias.* Poor D——, the quartermaster, I had to break him from his high office of night lookout this night. He had been remarked for his keen vision by night, but on this occasion he was so perturbed that he saw a steamer bearing down upon us from every direction, even magnifying small sloops into frigates. The evening of this day was lovely, and I think I have never seen a more beautiful, sedative, poetic, love-in-a-cottage landscape than the valley and hills presented, in which lies the town of St. Pierre. All these charms were heightened by the presence of grim-visaged war. Our run took every one by surprise; several of the officers had breakfast and riding appointments for several days ahead.

Sunday, November 24.—Strong trade wind from N. E. by N., with heavy bank of rain clouds in the S. E. Steering northeast, with the Island of Deseada [Désirade] on the port beam, distant some 10 miles. Showed French colors to a French bark standing for Guadeloupe, and later in the day showed French colors to a Swedish brig standing in for the islands. Although this was Sunday and muster day, we did not muster but merely inspected the crew at quarters, in consideration of all hands having been up nearly all night the previous night. My crew seem to be highly delighted at our success in "doing the Yankee," but I am not sure but an old boatswain's mate and a hard-weather old quartermaster, who had shaved their heads for a close fight, are not somewhat disappointed that it did not come off. Latitude, 16° 12′. The evening being cloudy and the wind fresh, and we being in the track of commerce, we carried our running lights during the night to avoid collision.

Monday, November 25.—Morning clear, with trade clouds and a fresh breeze. At 7 gave chase to an hermaphrodite brig which had the appearance of a Yankee. We showed him the United States colors as we came up with him, when, to our disappointment, he hoisted the red English; we hoisted our own and kept on our course. It is of no use to chase sails any more in these waters; the Yankees have nearly all disappeared, and even those who do show themselves are small lumbermen from Maine, or provision and live-stock dealers from Connecticut and Massachusetts. Exercised the crew with small arms, and fired off the loaded muskets and overhauled and cleaned pistols, firing off such of them as had been some time loaded. At 4 p. m. fired a gun and hove to the ship *Montmorenci*, of Bath, Me., Brown, master, hoisting our own colors as we fired. This was a large ship of 1,183 tons, from Newport, Wales, for St. Thomas [West Indies], laden with coal for the English mail steam-packet service. Put the master and owners under a ransom bond of $20,000, and took the parole of the master and crew and released her. Received on board from her some paint, cordage, etc. At 6 p. m. we stood on our course. Latitude, 18° 11′; longitude, 58° 48′.

Tuesday, November 26.—Morning, wind moderate and weather fine. Chased and showed first the United States and then our own colors to a Spanish transport or ship of war, a bark, mounting six or eight guns. Hammocks scrubbed and hung in her rigging. "Sail, ho!" nearly ahead. Chased and showed first the United States and then our own colors to a Spanish brig. About 11 a. m. the weather, which was so mild and

beautiful in the morning, suddenly changed. The sky became clouded and sullen and the wind freshened to half a gale, raising an angry sea, and as both wind and sea were in our teeth, we kept her N. by E. and set the fore-and-aft sails. Latitude, 25° 07′; longitude, 57° 12′. At 1:30 p. m. showed first the United States and then our own colors to an English schooner, probably from the Bahamas to the Windward Islands, and at 3 captured the U. S. schooner *Arcade** from Portland, Me., to Pointe à Pitre, Gaudeloupe, loaded with staves. Took the master and crew on board (a rough sea running) and set fire to her. At 4:40 stood on our course. The blaze of the burning vessel still in sight at 8 p. m. During the night the wind lulled and became variable, hauled down the fore and aft sails, and steered N. E. The prize had no newspapers on board, but we learned from the master that the great naval expedition, which the enemy had been some time preparing, had struck at Beaufort, S. C., on Port Royal Sound; no result known.

Wednesday, November 27.—Morning, thick, heavy clouds, with rain, clearing as the day advanced. From 8 o'clock during the rest of the day, clear, bright weather, with a deep blue sea, and the trade wind blowing half a gale from the N. E. At 6 p. m. put all sail on the ship and let the steam go down, to enable the engineer to repair his cut-off and patch his boiler. We are experiencing quite a sensible change of temperature. Latitude, 22° 22′; longitude, 56° 27′. We have the thermometer at 78° for the first time in five months. We have crossed the tracks to-day of the homeward-bound United States ships, both from Cape St. Roque and the Cape of Good Hope, without seeing a sail.

Thursday, November 28.—Weather changeable and squally, wind shifting frequently during the day, giving indication of our approach to the northern limit of the trade wind. Nothing in sight. Evening, thick weather and rain. Latitude, 24° 22′; longitude, 57° 12′.

Friday, November 29.—Thick, ugly weather with frequent squalls of wind and rain, the wind frequently changing from 2 to 5 points, but always coming yet from the eastward. The trade wind struggles hard to retain its dominion, but as in the race in the fable of the north wind and the sun, the sun will soon conquer—we have only to get a little farther away from him. At 10 a. m. clear and blowing half a gale of wind from N. E. Latitude, 25° 51′; longitude, 57° 36′. The stormy northeast wind continued all day, the sky as clear as a bell.

Saturday, November 30.—Morning bright and beautiful, with a perfectly clear sky and the sea of the deepest azure. The trade wind is at last succumbing, there being but a gentle breeze this morning and that inclined to haul to the eastward and thence, I think, to the southeast and southwest. No sail in sight, nor have we seen any for the last three days. At meridian nearly calm, heading her course N. E. Latitude, 27° 16′; longitude, 58° 29′. We have thus at length, after a long battle with the trade wind, been able to turn our head toward Europe. At 1 p. m., "Sail, ho!" was cried from aloft. Our fires being out and the ship under sail I did not give chase. Indeed, I must deny myself this pleasure until I get well across the Atlantic. I must make most of the passage under sail, which will probably take me fifty days. I have only sixty days' supply of water for my own crew, and I have in addition already a prize crew of 6 persons on board. My coal, too, of

* The master and half owner of this schooner was master of the bark *Saxony* at the time of the loss of the *Central America* and was instrumental in saving lives on that occasion, for which a handsome spyglass had been presented to him. I had the pleasure of returning this glass to him, captured among the other effects of his vessel.

which I have only six or seven days' supply, I must take care of for the emergencies of weather and for cruising a few days on the other side before going into port. I should not like to go in empty-handed. 2:30 p. m., trade wind about done; barometer, 30.14.

Sunday, December 1.—A beautiful, bright morning, with a glassy sea and a calm, the light S. E. wind having died away during the night. We are now truly in the calm belt of Cancer; barometer, 30.16. The sail which we saw yesterday proved to be a hermaphrodite brig, standing to the northward and westward, probably a Bermudian or Nova Scotian. At 11 mustered the crew and inspected the ship. At meridian, calm. Latitude, 27° 38′; longitude, 58° 20′.

Monday, December 2.—A beautiful, bright morning. At 8 a. m. a brisk little breeze sprang up from the eastward, after nearly an entire calm for two days. This is still the trade wind exhaling its last breath. Barometer, 30.18. Latitude, 28° 12′; longitude, 58° 09′. We have experienced again to-day a northerly current of about 13 miles. The wind has hauled to the S. E. and seems to increase gradually. Day perfectly clear at noon, with a very deep blue sky and sea. The wind lulled and became very light during the night.

Tuesday, December 3.—A fine, clear day, with a light breeze from the S. E., freshening. At 6:30, "Sail, ho!" a point on the starboard bow. At 7:30 the sail, which was standing in nearly the opposite direction from ourselves, approached us within a couple of miles. We hoisted French colors, when she showed United States. Took in all the studding sails, hauled by the wind, tacked, and fired a shotted gun. The stranger immediately hove to. Lowered a boat and sent a lieutenant on board of him. Stood on and tacked, and having brought the stranger under my guns I began to feel sure of him (our smokestack was down and we could not have raised steam in less than two hours and a half). He proved to be the ship *Vigilant*, of Bath, Me., bound from New York to the guano island of Sombrero, in ballast. Captured him, took from on board chronometer, charts, etc., and a 9-pounder rifled gun, with ammunition, etc., and set him on fire, and at 3 p. m. made sail. This was a fine, new ship, being only two years old, and worth about $40,000. Latitude, 29° 10′; longitude, 57° 22′. A fine, fresh breeze the rest of the afternoon, steering E. by N. We received a large supply of New York papers to the 21st November. We learn from these papers that the *San Jacinto* was in search of us when she took Messrs. Mason and Slidell from on board the *Trent*. The enemy has thus done us the honor to send in pursuit of us the *Powhatan*, the *Niagara*, the *Iroquois*, the *Keystone State*, and the *San Jacinto*.

Wednesday, December 4.—Weather cloudy and becoming cool; thermometer 76°. We have run some 140 miles to the eastward in the last twenty four hours. It is delightful to be making so much easting under sail, after having been buffeted by an east wind for five months, whenever we have turned our head eastward. Two of the crew of the *Vigilant* are blacks, and I have set them at work pumping the ship out, etc. Latitude, 30° 03′; longitude, 55° 09′. Weather thickening toward night; night, thick weather, with lightning from the S. W. and N. W.; wind hauling to the S. W. and lulling about midnight.

Thursday, December 5.—Weather thick and ugly, the wind hauled to north during the morning watch and blew fresh for awhile. Reefed the topsails. The thick weather continuing to noon, no observations were had. Latitude, 30° 19′; longitude, 53° 02′, D. R. Afternoon and night blowing a gale of wind from the N. E. to E. N. E. Single reefed the topsails, furled the mainsail, and set the reefed main trysail.

Weather thick; carried our running lights during the night. At 8:30 hauled up the foresail and set fore trysail.

Friday, December 6.—Thick, ugly-looking weather. It blew a gale all last night and we had a rough sea. This morning the wind has moderated somewhat, but we have still a heavy sea. Our little ship behaves beautifully, but she sometimes receives very heavy thumps under her flat quarter, the only faulty part about her model. The wind is from about E. by S., and we are doing little better in the heavy sea than lying to; in the meantime we are shut down below by a drizzling rain, and what with the active rolling and tumbling of the ship, we have but little comfort. At 1 p. m. wore ship to the southward and eastward; rain. No observation. Latitude, 29° 35′; longitude, 52° 02′, D. R; wind N. E., hauling northwardly. It blew a gale all night from the N. E. with squalls of rain.

Saturday, December 7.—The gale broke this morning, after having continued for two days, but though the weather became clear and the wind abated, it still continued to blow a fresh breeze from east, the passing clouds having very much the appearance of the trade winds in latitude 29½°. We are standing to the northward. Our ship is leaking a good deal, it taking the two hand pumps about half the time to keep her free. Most of this water, no doubt, finds its way through the propeller, but there is rather more than there ought to be, and the constant jogging of the pumps through half the night gives me some anxiety. Latitude, 29° 27′; longitude, 51° 35′.

Sunday, December 8.—It blew a gale of wind again last night; reefed the topsails. To-day the weather is very capricious, having changed half a dozen times in as many hours. During the morning the wind moderated and the weather gave signs of breaking, but it clouded up again toward noon, and at noon the wind was howling through the rigging from east. We have thus had an easterly gale for three days. At 10 a. m. descried a sail from the deck; the weather being thick we did not see her until she was within 5 miles of us. Being a bark, taut-rigged, and under topsails and courses, I took her to be a cruiser. Got up the smokestack and bore down upon the stranger, keeping the wind of him. Having approached him within a mile and a half, fired a shot ahead of him, hoisting our own colors and hauling down the United States upon firing. He hove to. We now discovered him to be a whaler. Spoke him and ordered him to send a boat on board with the master. She proved to be the bark *Eben Dodge*, twelve days from New Bedford, bound to the Pacific Ocean on a whaling voyage. Had had a heavy gale and had sprung some of her spars, and stove some of her boats and was looking badly. Captured her and sent an officer and some men on board of her for water and some other articles. Some sea running. Received from on board the prize some water and other articles, and brought her crew on board, consisting of 22 persons, and burned her.* At 6:30 made sail. We have now 43 prisoners on board. Hoisted in two of her quarter boats. Latitude, 30° 57′; longitude, 51° 49′.

Monday, December 9.—Weather cloudy, with the wind light from S. E., and a moderate sea. Lowered the smokestack and set the mainsail. Ordered one-half the prisoners (except the 3 masters, some half dozen boys, and 10 blacks, the latter being detailed for the pumps) to be kept constantly in single irons, the prisoners being ironed and

* Received a supply of New Bedford and Boston papers, all of which are full of the capture of Beaufort, S. C., the wealth and resources of the universal Yankee nation, and New England Thanksgiving, or the Puritan Christmas.

released by turns. One of them who was insolent was put in double irons. At meridian, weather thick and barometer falling; rain in the afternoon. Latitude, 31° 35′; longitude, 51° 14′.

Tuesday, December 10.—Morning cloudy and unsettled weather, with squalls of rain. Barometer at 8 a. m. 29.70, rising at 10, with the wind light from the north. Ship rolling heavily. Latitude, 32° 39′; longitude, 49° 47′. All our hopes of a westerly wind are baffled; the wind has hauled to the N. E. Indeed, it is nearly calm, with an ugly sea. As night advanced the wind settled at east and began to blow. The wind has thus gone round the compass twice in the last five or six days without stopping in the west, and we have had a head wind, consequently, nearly all this time. But a seaman has need of patience and resignation; his profession is one of almost daily crosses and trials.

Wednesday, December 11.—As ugly looking a morning as one could well conceive; thick, dark, gloomy weather, with the wind blowing fresh from the east and threatening a gale (barometer 29.70 and falling), and a steady but moderate rain falling. Put the ship under short sail. Our large number of prisoners renders the crew very uncomfortable during this bad weather, when every one except the watch on deck is obliged to be below. At meridian gale blowing with a thick, driving rain. Latitude, 32° 48′; longitude, 49° 32′, D. R. At 2 p. m. dense clouds hanging very low all around the horizon in every direction. Wind about E. S. E., inclined to haul to the southward. Barometer 29.59. The pall of clouds is not so dense as at noon, and the rain comes only occasionally in squalls. The clouds are rifted and appear to be on the point of rapid motion. Wore ship to the northward and eastward. The wind soon after backed to the northward and eastward, and we had to run the ship off northwest for a while. Toward night, however, the wind went back to east, and blew very fiercely, raising a very heavy and irregular sea. Squalls of rain and very vivid lightning. It blew very heavy until about 1 a. m., when it abated for more than two hours, blowing only in puffs, and then not very hard, near the center of the cyclone's lowest barometer. A little past midnight a quartermaster entered with the report that the starboard bow port had been stove in. It was then blowing furiously. I immediately dispatched the first lieutenant to barricade the port and stop out the water as effectually as possible, in which he succeeded pretty well. This report gave me considerable anxiety, as the ports on the gun deck and the upper works of the ship are her weak points, at which the gale would assault her with most effect. In the meantime the barometer has been gradually settling, settling, settling, sometimes remaining stationary for several hours, and then going down as before. At 8 p. m. it was 29.53. We had an awful night; no one able to sleep.

Thursday, December 12.—Thick, gloomy weather, with the gale raging as fiercely as ever. It blew very heavy all the morning. The barometer has continued to sink until it reached 29.32 at 6 a. m., the lowest point. The wind has hauled to the S. We are evidently in a cyclone, having taken it in its northern quarter, the gale traveling north. On the starboard tack its center has passed to the westward of us. Ordered the donkey engine to be got ready for use last night in case the ship should make more water than the small bilge pumps could throw out. Carried away the flying-jib boom at 7:30 a. m. Saved the sail. As the gale progressed the wind hauled to the southward and westward, and at 4 p. m., judging that the strength of the gale had passed us, I kept the ship on her course, E. by S., which gave a quartering wind and sea, and although the sea was heavy and the wind yet

blowing a gale, she made beautiful weather of it, scudding as well as she had lain to. The wind blew fresh all night, with a slowly rising barometer.

Friday, December 13.—Weather clear, with passing clouds; wind fresh, but abating; thermometer rising rapidly; gale at an end; wind S.W. to W.S.W. The cyclone has had a diameter of about 350 to 400 miles, as near as I can judge. At meridian, barometer 29.70. Latitude, 33° 28′; longitude, 47° 03′. Repairing damages after the gale. Barometer on a stand at 29.70 for the remainder of the day. Wind quite moderate and night clear and beautiful at 10 p. m. It soon clouded up, however, and we had a rough, squally night of it, the wind blowing a gale in squalls.

Saturday, December 14.—Morning cloudy, with a fresh wind from the N.W. About 7:30 a. m. passed at some distance a ship standing to the southward and westward. As the weather was bad and we were already full of prisoners, and some nine hundred miles from land, I did not chase. We had a fire on the berth deck last night, notwithstanding the presence of two sentries. A pea jacket and a mattress were found to be partially burned. No doubt some one of the prisoners lighted a pipe clandestinely, and went to sleep while smoking. The fire was first discovered by the smoke ascending the ventilator. Punished all the sentries on post by stopping their grog for a week. Latitude, 33° 49′; longitude, 44° 47′. Experienced some westerly current.

Sunday, December 15.—A fine, bright morning, with a moderate breeze from the N.W. and the weather just cool enough to be bracing. At 11 a. m. mustered the crew at quarters and read the articles of war; this is the first muster we have had for three weeks, owing to bad weather, etc. I did not inspect the ship below, as the gun deck, owing to the still rough sea, is ankle deep in water. The ship is leaking about 10 inches per hour altogether, though through the propeller sleeve, as I believe. She requires to be pumped out twice in each watch. Latitude 34°, longitude 42° 05′. Westerly current of some 20 miles.

Monday, December 16.—A beautiful, bright day, with a light breeze from the N. E. We have thus a head wind again. We have got all the prisoners on deck that the berth deck may be cleaned of the filth that has accumulated. A marine having been found asleep last night at his post over the prisoners, I have ordered a general court-martial for his trial. The marines being mostly foreigners, Germans, are the most indifferent set of men I have in the ship. It is very difficult to "lick them into shape." Current S. W. by W. 23 miles. Latitude, 33° 24′; longitude, 40° 43′. Exercised the battery for the first time for ten days or more. Soon after nightfall an inquisitive whale came close under the lee quarter and kept us company for half an hour, blowing every few minutes. Wind very light and bright moonlight.

Tuesday, December 17.—A fine, clear day, with the wind very light from the westward. Latitude, 33° 24′; longitude, 40°. Slight current to the westward. Making a flying-jib boom. We were visited about sunset by another whale, a monster, which left a wake like a ship. Indeed, we are approaching one of the famous whaling localities, being about 700 miles from the Azores. As the moon rose (full) we had a beautiful lunar rainbow. Wind light from the westward all night.

Wednesday, December 18.—Most delightful weather, perfectly clear, and sun brilliant, with an elastic and invigorating atmosphere. Wind light from the N. W. Current westward about half a mile an hour. Latitude, 33° 53′; longitude, 38° 13′. We have a sick list to-day of nine

among the crew and three among the prisoners, resulting from change of temperature and a wet gun deck, on which the men sleep.

Thursday, December 19.—An ugly looking day, with the wind varying from the north to the northwest, a fresh breeze and squally. The barometer has settled (at noon) to 29.52 and is still going down. There is undoubtedly another gale of wind brewing. At this season of the year gales occur as a regular thing every week or ten days. Dense, heavy clouds overcasting the sky at noon, no observation was made for latitude. Latitude, D. R., 34° 30′; longitude chronometer (assumed latitude), 36° 40′. The court-martial which assembled on the 16th for the trial of the marine, having got through with its business, was dissolved to-day. The gale which had been threatening all the morning commenced in earnest at 2 p. m.

*Friday, December 20.**—Weather clear, with passing clouds; wind fresh from the N. W.; a considerable sea running after the gale. No damage done by the late gale, except the staving in of part of a light plank of the upper works. Latitude, 34° 17′; longitude, 35° 31′. Blowing a fresh gale from the N. W. at noon, with the barometer at a stand at 29.40; wind moderated during the night.

Saturday, December 21.—Clear and cloudy by turns. Wind light from S. W. to N. W., with a heavy sea remaining after the gale, which causes the ship to roll very deeply and almost without cessation, rendering her very uncomfortable. We are approaching the Azores, one of the most stormy localities, perhaps, in the North Atlantic during the winter. Latitude, 35° 17′; longitude, 33° 05′. The ship has either been overlogged or we have had a westerly current of 15 to 20 miles. Sick list increasing, eleven of the crew and three prisoners sick. Just before sunset discovered a sail astern.

Sunday, December 22.—"Sail, ho!" at daylight, doubtless the same one we saw yesterday evening. Got up steam and gave chase, the sail having shown an intention to run off before the wind. She soon hauled up again, however. Came up with her at 11:30 a. m., hoisted our flag and fired a bow gun, when she ran up French colors. Hauled up on our course and let the steam go down and made sail. The wind by this time had hauled to E., nearly dead ahead. In the afternoon the weather began to look very ugly again; the barometer, which had not risen above 29.76 since the last gale, began to descend again, and the wind commenced that peculiar howl preceding a gale. We are scarcely out of one gale before we are in another.

Monday, December 23.—A beautiful, bright, clear day, with amiable-looking white clouds, portending good weather for some days. Confined a seaman for beating a prisoner, and confined a marine for cursing the corporal while on post. Wind about E. S. E., heading us off a couple of points. Twelve of the crew on the sick list. Latitude, 36° 29′; longitude, 32° 32′. Heading at noon E. N. E.

Tuesday, December 24.—An unpropitious Christmas eve, the gale of last night continuing with rain and a densely overcast sky. The barometer is rising, however, which is a portent that the gale will not last long. I have abandoned the idea of attempting to run into Fayal. These Azores seem to be so guarded by the furies of the storm that it would seem to be a matter of great difficulty to reach them in the winter season. We have thirty-eight days of water on board, allowing a gallon to a man, but still I have put the officers and crew on an allowance of three quarts per day. I will run for the Strait of Gibraltar, which will carry me in the vicinity of Madeira, should I have occasion

*Anniversary of the secession of South Carolina. Glorious little State.

to make a port sooner. No observation. Latitude, 37° 31′; longitude, 31° 30′, by computation.

Wednesday, December 25.—Christmas day! bringing with it away here in mid-ocean all the kindly recollections of the season and home, and church, and friends. Alas! How great the contrast between these things and our present condition. A leaky ship, filled with prisoners of war, striving to make a port through the almost constantly recurring gales of the North Atlantic, in midwinter! Sick list, 10 of the crew and 4 prisoners. Wind fresh from the N. W. We are making a good run these twenty-four hours. Latitude, 36° 08′; longitude, 28° 42′.

Thursday, December 26.—The weather showed a disposition to clear during the morning, but it clouded and became squally again toward noon. Barometer 29.44. The chances are that we shall have another gale before we have fair weather, if, indeed, there is any such thing as fair weather in this portion of the seas at this season of the year. There was a sail reported from the masthead during the morning watch, but in the present condition of the ship and in the present condition of the weather we did not chase. Latitude, 35° 09′; longitude, 25° 56′. Wind light from N. at noon, and heavy squall from N. W. The wind blew a gale during the night from the N. W., but moderated toward morning. Everybody saw Cape Fly Away in the afternoon.

Friday, December 27.—A fine, clear day, with the wind fresh from the N. W., and considerable sea; ship rolling deeply, but making good way. The barometer rises very slowly, it being still at 29.70 at noon. Latitude, 35°; longitude, 22° 49′. Wind light during the night. A sail was reported from aloft during the morning watch, but we did not chase, as we did not see her from the deck, and the chase would have led us a long way off from our course.

Saturday, December 28.—A fine, bright day, with the wind light from the S. W. At daylight, "Sail, ho!" nearly ahead. Took in studding sails and hauled up to the southward and eastward in chase. Got up steam and at 11:30 a. m., came up with and sent a boat on board of the English bark *Richibucto*, from Liverpool, December 5, to Vera Cruz, laden with salt. We received some late English papers. The affair of the *Trent* caused great excitement in England. The *Nashville* arrived at Southampton on November 21, having towed a Yankee ship on her way. England feels badly insulted by the *Trent* affair, but seems about to pocket the insult through the mediation of Louis Napoleon. Latitude, 35° 17′; longitude, 20° 53′. This ship gives us the report of Prince Albert's death. This event will absorb all others for a time in England, which has always taken great delight in honoring her kings, dead and living, especially if he be a Dutchman or a German.

Sunday, December 29.—Rainy, with the sky generally overcast and with a light wind from the S. to S. S. E. Two sail were reported from the masthead this morning, but as neither of them came in sight from the deck, and the chances are ten to one that they are foreign in this part of the ocean, and as I shall probably be able to make better use of my fuel as we draw up with the Strait of Gibraltar, I did not chase. Latitude, 35° 43′; longitude, 18° 59′. Made another sail too late to chase, though she was seen from the deck.

Monday, December 30.—"Sail, ho!" at daylight, and "Sail, ho!" in succession during the whole day, until as many as twenty-five were reported. There were as many as nine or ten in sight at one time, all standing on the same course, to the southward and westward. Got up steam and began chasing at 8 a. m. and chased until 4 p. m. The first vessel we overhauled was a Dutch bark, clipper-looking, on board which we sent

a boat; and we afterwards overhauled and caused to show their flags fifteen others of the fleet, every one of which was European, viz: Dutch (ships), 4; English (2 barks and 5 brigs), 7; French (1 ship and 1 brig), 2; Sweedish (brig), 1; Prussian (bark), 1; Hamburg (brig), 1. One of the results of the war is that in this whole fleet, as far as we could ascertain, there was not a single Yankee. So many ships at the same time, so far out at sea, is a sight not often seen. The weather was very thick and rainy, wind from the S. to E.; a real dirty day, and in such a state of weather, with so many ships running down our track, we had serious apprehensions of collision as the night set in, to guard against which we set our masthead as well as side lights. At 4:30 p. m. let the steam go down and made sail. No observation. Latitude, 35° 39′; longitude, 17° 33′, D. R. We first showed the United States colors to all these vessels, and the only one which saluted it was the Prussian. We afterwards showed our own flag to a number of them and they all saluted it, with one or two exceptions. The stream of vessels still continued after nightfall, two having passed us, showing lights, one ahead of us and other astern, at 6:15 p. m., or about one hour after dark. The wind was blowing fresh from the E. and they came down upon us with fearful rapidity. A third sail, showing a light, passed us at 8:30.

Tuesday, December 31.—This is the last day of the year, and a beautiful day it is. It is bright, the air just cool enough to be comfortable, from the north, and the sea pretty smooth. At daylight a couple of sail were reported from aloft, but as they were at a great distance and out of our course we did not chase. Latitude observed, 35° 22′; longitude, 16° 27′. A third sail was seen at noon, also at a great distance. It becoming quite calm at 8 p. m. I put the ship under steam, being about 490 miles from Cadiz.

Wednesday, January 1, 1862.—Nearly calm, wind light from the westward, sky partially overcast, sea smooth; making 9 knots. Nothing seen during daylight. At night (9) a sail passed us, a gleam of whose lights we caught for a moment in the darkness. Let the steam go down at 8, and put the ship under sail. Latitude, 35° 53′; longitude, 13° 14′.

Thursday, January 2.—Morning cloudy, with the wind fresh from the south. Clouds breaking and weather clearing partially toward noon. Two sail were descried from the masthead during the morning watch. One of them, standing to the westward, under full sail, soon passed out of sight; the other, standing toward us, we chased and overhauled. She showed French colors. Latitude, 35° 52′; longitude, 9° 36′.

Friday, January 3.—Ugly looking morning, with a falling barometer. Several sail were reported from the masthead during the morning watch. We shortened sail to permit one [of] them which was steering the same course with ourselves to come up with us. She proved to be a Spaniard. We then gave chase to another ahead of us, running before the wind for the Strait of Gibraltar. We chased her some two hours, when it began to blow a fierce gale from the west, which obliged us to give over the chase and to haul up to prevent running to leeward of our port, and to put the ship under short sail and steam. It blew very fiercely until near sunset, and raised a heavy, short, abrupt sea, in which the ship rolled more heavily than I had ever seen her before. He [it] shook our propeller so as to cause the ship to increase her quantity of water considerably; so much so, that the engineer reported that under short steam he was just keeping her free with his bilge pumps, and that if anything should happen to these he feared the other pumps would not be sufficient. Under these circumstances I ran in for the land, cutting short my cruise by a day or two, as I still had three

days' coal on board. We made the Cadiz light in the mid watch (my fine chronometers), a beautiful red flash, and soon after got soundings. Ran in for the light under low steam, and at 7 a. m. we were within 4 or 5 miles of it. The morning was dark, and wet, and gloomy. We fired a gun and hoisted the jack for a pilot, and soon after, having received one on board, we ran into the harbor and anchored. As we approached the scene was most beautiful in spite of the day. The city of Cadiz is a perfect picture as you approach it, with domes and towers, and minarets, and Moorish-looking houses of a beautiful white stone. The harbor was crowded with shipping, very thinly sprinkled with Yankees, who could get no freights, and a number of villages lay around the margin of the bay, and were picturesquely half hidden in the slopes of the surrounding mountains, all speaking of regenerate old Spain, and of the populousness and thrift of her most famous province of Andalusia. Visited by the health officer, who informed us that unless we were specially exempted, we should be quarantined for three days for not having a certificate of health from the Spanish consul at Martinique. A number of the merchant ships hoisted their flags in honor of our arrival, and one Yankee showed his in defiance. Latitude and longitude at noon of the 3d: Latitude, 35° 49′; longitude, 7°.

Saturday, January 4.—Harbor of Cadiz, ancient Gades, with its Moorish houses and feluccas, or lateener vessels. Some fine oranges alongside, the product of this latitude, 36° 32′, about the same parallel of Norfolk, Va. It is one hundred and eighty-eight days to-day since we ran the blockade at New Orleans, and of this time we have been one hundred and thirty-six days at sea. We are informed this evening that the question of our being admitted to *pratique* (and I presume also the landing of our prisoners) has been referred to Madrid by telegram.

Sunday, January 5.—Early this morning the health officers came alongside and brought me an order from the Government to depart within twenty-four hours, and a tender of such supplies as I might need in the meantime. I replied, in writing, that I claimed the hospitality of the port as a vessel of war of a recognized belligerent, and further that I was compelled to decline obedience to the order by the unseaworthy condition of my ship, which required to go into dock before she could proceed to sea. At 11:30 a boat with the Spanish flag anchored a short distance from me, evidently a guard set upon my movements. * * * The order to proceed to sea was begotten in the muddy brain of the local authorities. My reply to it having been telegraphed to Madrid, these authorities were overruled, and the Queen dispatched an order to permit me to land my prisoners, and to make such repairs as I needed. So this business, which has troubled us for a couple of days, is at an end. This evening, just before dark, a Spanish steam frigate came down from the navy yard and anchored near us.

Monday, January 6.—Last night I was aroused at 2:30 a. m., by a boat from the shore, with a note from the military governor, requesting me to delay proceeding to sea, that the benevolent intentions of her Majesty's Government in regard to me might be carried out. The muddy heads on shore had received a dispatch from Madrid, in reply to my letter to them. The steam frigate disappeared somehow during the night. Protested against the presence of a health-guard boat.

Tuesday, January 7.—To day I received a note from Señor de Vigo, the civil governor, informing me that the Queen's Government had consented to permit me to land my prisoners, and to remain for repairs. He puts my remaining, however, on the ground of necessity, growing

out of my crippled condition. Received also a reply from the Yankee consul to my note about the prisoners; declined to receive it for want of being properly addressed. Landed all the prisoners. Received another note from the civil governor, requesting me to hurry with my repairs, etc. Sent to the captain of the port on the subject; referred by him to the captain-general.

Wednesday, January 8.—Complained to the civil governor of the paymaster and surgeon having been called alongside the guard boat (whilst coming on board in a shore boat). Dispatched a lieutenant to San Fernando to see the captain-general about docking the ship. He returned at nightfall with word that the captain-general would reply to me in the morning.

Thursday, January 9.—Visited by the engineer of the docks at San Fernando to ascertain the extent of the repairs which we shall require, and to take the dimensions of the ship to ascertain whether she can enter the only dock that is empty.

Friday, January 10.—No answer from the captain-general yet (noon) as to our being docked. Besides the six ships which Mr. Welles says have been in pursuit of me, viz, the *Powhatan*, the *Niagara*, the *San Jacinto*, the *Iroquois*, the *Keystone State*, the *Richmond* (see Secretary Welles' report), the *Ino* and the *Dacotah* were also employed in this fruitless business. We are fairly in the hands of the circumlocution office. I suppose they are telegraphing to Madrid. The greatest excitement prevails all over Europe to learn the result of the English demand for the commissioners; the general impression is that the Yankees will give them up, and that there will be no war. The packet from New York is expected in England to day. In the meantime Great Britain is calling home her ships of war. The Mediterrean fleet arrived at Gibraltar the other day, January 2, and threw the commercial community into the greatest consternation. Received final permission this evening from the captain-general to enter dock.

Saturday, January 11.—Cadiz is full of life and business. Met Mr. Oliver. He is from the East; says Russia is laying deep schemes for uniting the whole Slavonic race under her rule, and that the cotton pressure is felt at Constantinople, up the Danube, and in short all over eastern Europe. Received permission from the governor to land the marine who was sentenced by court-martial to be discharged. News of the great fire in Charleston. Rumor that the Yankees have given up the commissioners. Can scarcely credit it as yet. Yankeedom can hardly have fallen so low. No reply to my telegram to Mr. Yancey yet.

Sunday, January 12.—Dispatched telegram to Yancey or Fearn, in Paris. The news that Messrs. Mason and Slidell have been given up seems to be confirmed. The diplomatic tomfoolery of notifying the Yankee Government unofficially that the ultimatum would be withheld a short time, to give the Yankee Government time to give up the commissioners voluntarily, was resorted to. The Yankee consul here gives a dinner on the occasion. The Cadiz papers comment very unfavorably upon this backdown, and insist that notwithstanding it is the duty of the great powers to interpose and put an end to the war. In the afternoon we got underway and passing through the fleet of shipping, went up to the dock at [La] Carraca, some 8 miles east of the city. The harbor is perfect, the water deep, and the buildings extensive. The pilot who brought me up says he is the man to run me out by the enemy when I am ready; that he was in New Orleans forty years ago, and remained a year in Louisiana, where he learned to speak the lan-

guage, which he has not yet entirely forgotten. Sent the powder and loaded shells to the magazine. Pilot's name, Antonio Bueno.

Monday, January 13.—At about 10 o'clock the dockyard people came on board of us, and at 10:30 we were safely docked, and at noon the dock was pumped dry. We suffered very little damage from running ashore at Maranham; we indented a small place under the forefoot and knocked off only a small part of our false keel, instead of the whole of it, as we supposed. We are now knocking away bulkheads and removing magazine and shell room to get at the shaft. At 1 p. m. called officially upon the naval commandant, the *segundo*, and returned him my thanks for the handsome manner in which he had docked my ship. I spoke of the backdown of the Yankees, which he asserted would make them lose caste in Europe. The great fire at Charleston was alluded to by him, whereupon I remarked to him that Europe could see from this incident (the work of incendiaries, prompted and paid no doubt by the enemy) the barbarous nature of the war which was being waged upon us, and told him that we were in fact fighting the battles of Spain as well as our own, for if the barbarians of the North succeeded in overrunning the South (which, however, I pronounced an impossibility) and destroying our slave property, in their wild fanaticism and increasing madness they would next make war upon Cuba and Puerto Rico. He replied that this war could not continue much longer; there were people and territory enough in North America to make two great governments, and Europe would no doubt soon interpose. Treated with great civility and kindness.

Tuesday, January 14.—Had an interview to-day with the naval commandant, who explained to me the orders he had received from the Government in relation to my ship, and which were to put upon her only the indispensable repairs, without essential alterations. I expressed myself satisfied with this; told him I knew the solicitude of his Government to avoid complications, and that so far as depended upon me he might rely that I would permit nothing to be done which would involve it in any way. Proceeding with the necessary repairs. Seven thousand workmen, many of them convicts, are employed in this yard. They have in dock, receiving her copper, a heavy steam frigate constructed here, and another still larger on the stocks. Immense quantities of timber are in the docks, and though the water is salt, it is not attacked by the worm, the ebb and flow of the tide preventing it. Timber which has been forty years in these docks is perfectly sound. Five of my men deserted yesterday. They are all foreigners, I am glad to say. The commandant has promised to put the police on the scent, but I have no expectation that [I] shall get them.

Wednesday, January 15.—Having had the plank replaced in the bilge, and recoppered and overhauled the propeller, we were let out of dock at 1 p. m. These repairs were done with a very bad grace by the Spanish officials, who seemed in a great hurry to get rid of us, lest the affair of our being docked should compromise them, but this I suppose was due to official timidity and not to any want of good feeling, as the commandant of the yard expressed to me his regret at not being able to put me in complete repairs, and personally offered to be of any service to me in his power. Our engine not being ready for use, the captain-general sent a small steamer to tow me to Cadiz, where we anchored at about 4 p. m. Whilst lying in the dock a stampede took place among my crew, nine of them having deserted. Two were brought back, but the rest escaped. Some of these men had behaved themselves very well, but none of them of course had any attachment to the flag, not

being natives or, indeed, citizens at all, and, sailor-like, they had gotten tired and wanted a change. Some, no doubt, shrank from the arduous and perilous nature of the service in which we were engaged. They took refuge with the Yankee consul and it was useless to ask to have them given up. The enemy is certainly good at burning cities by means of negro incendiaries, and at enticing away our seamen. Another lad ran away from a boat this evening. Have directed that no boat leave the ship without one officer and that the officer be armed and ordered to shoot any man who attempts to desert.

Thursday, January 16.—First lieutenant and engineer on shore, looking to the repairs of the ship and for an anchor. At 9 p. m. the aid-de-camp of the military governor came on board, bringing a pilot with him, with a peremptory order for me to go to sea. I replied in writing, stating the repairs that my ship yet needed and that I was waiting for funds to repair, coal my ship, etc.

Friday, January 17.—Before I had turned out this morning the governor's aid again came on board, stating that the order was made peremptory that I should go to sea in six hours, or I should be forced. I called in person on the governor, a bull-headed, stupid official, and endeavored to make him understand how I was situated, but it seemed impossible. He promised me, however, to send a dispatch to Madrid to the effect that I had no coal, was awaiting funds to purchase the same, etc., but added that if he received no dispatch in the six hours he would require me to depart. I returned on board and gave the necessary orders to get ready for sea. At 4 p. m., whilst I was weighing my anchor, the general's aid came alongside and said to me that the Madrid Government had consented to let me remain twenty four [forty-eight] hours: that a dispatch was being written to me on the subject, to which the general desired I would reply in writing. I told the officer that if his Government had politely acceded to my request, permitting me to remain until my funds arrived, I would have appreciated it, but that being restricted to forty-eight hours I declined to avail myself of the privilege and should go to sea, and that the general need not trouble himself to send me the written dispatch, and I had no other reply to make. I got underway in a few minutes afterwards, and as I was passing out a boat was seen pulling in great haste toward me, one of the crew holding up a letter in his hand. I did not stop to receive it. I felt too indignant at the manner in which I had been treated to be very civil. We passed outside of the harbor a little before sunset, and held on to the light until midnight, when we steamed for the Strait of Gibraltar.

Saturday, January 18.—Morning cloudy and threatening a change of weather. Nearly calm, with a smooth sea. We entered the Strait of Gibraltar at about 5 a. m., passing the Tarifa light, and with the bold shores of both Africa and Europe in plain sight in the bright moonlight—bright notwithstanding the passing clouds. We made the Gibraltar light about daylight and saw at the same time a number of sails. We gave chase to two barks that looked American, which they proved to be, and which we captured. The first was the bark *Neapolitan*, of Kingston, Mass., from Messina to Boston, laden with fruit and [illegible] tons of sulphur. The whole cargo was stated by the master in his deposition to belong to the Baring Brothers, consigned to their agent in Boston—a falsehood, no doubt. Without stopping to look into the bona fides of this claim of neutral ownership, it was enough that the sulphur was contraband, and that the fruit belonged to the same owner. I destroyed both ship and cargo. No papers as to the latter were pro-

duced, etc. The second vessel was also a bark, the *Investigator*, of Searsport, Me. She being laden with iron ore, the property of neutrals, Englishmen, I released her on ransom bond. She was bound from Garrucha, in Spain, to Newport, Wales. One-fourth of this vessel was owned in South Carolina. Share of the South Carolina owner was omitted from the ransom bond. Amount of bond, $15,000, less one-fourth. Having burned the *Neapolitan*, I steamed in for Gibraltar at 2:30 p. m. Blowing fresh from the N.W., and making slow progress. Passed under Europa Point at about dusk and stood in and anchored in the bay at about 7:30 p. m. Boarded in a few minutes by a boat from an English frigate, with an offer of service. Sent a boat alongside the health ship.

Sunday, January 19.—We were informed early this morning that we had *pratique*. A number of English officers and citizens came on board of us. At 10 I called on board the frigate which had sent the boat on board of us last night, but was informed that the captain (who was absent) was not the commanding officer present, and that the latter lived on shore. At 2 p. m. I landed at the arsenal and called upon the commanding naval officer, who received me very politely. I asked the loan of an anchor, having but one, and the captain promised to supply me with one, if there should be no objection on the part of the law officer of the Crown. Walked from the captain's little oasis, scooped out, as it were, from the surface of the rock, with a nice garden plot and trees and shrubbery, etc., down into the town, and called on Lieutenant-General Sir William J. Codrington, K. C. B., the governor, an agreeable type of an English gentleman, of about 50 to 55 years of age. The governor tendered me the facilities of the market, etc., and in the course of his conversation said he should object to my making Gibraltar a station at which to lie at an anchor for the purpose of sallying out into the strait and seizing my prey. I told him that this had been settled as contrary to law by his own distinguished judge, Sir William Scott, sixty years ago, and that he might rely upon my taking no step whatever violative of the neutrality of England so long as I remained in her port, etc. The garrison is about 7,000 strong, and it being Sunday, the parade ground and the streets were thronged with gay uniforms. Spain, with her hereditary jealousy and suspiciousness of character, is very formal and strict as to her intercourse with the rock. The Duke of Beaufort visited us to-day.

Monday, January 20.—Ship reported as having dragged her anchor. Ordered steam got up and the berth shifted. Ran in nearer to the eastern shore, into 4 fathoms water and where it was smoother.

Tuesday, January 21.—To-day the governor's secretary, Colonel Fremantle, came on board to return my visit on the part of the governor, and to read to me by the latter's direction a memorandum of the conversation which had passed between us on Sunday. The points noted were, first, that we had agreed that I should receive all necessary facilities for the repair (from private sources) and supply of my ship, contraband of war excepted, and second, that I would not make Gibraltar a station at which to lie at anchor and sally out upon my enemy. I assented to the correctness of the governor's memorandum. Ordered the fires to be kept up so that we could have steam in ten or fifteen minutes in case the ship should drag her only anchor. The first lieutenant and paymaster on shore making arrangements for the purchase of an anchor and chain. The house of Peacock & Co. refused to supply us because it would affect their Yankee custom. They made arrangements with another party. The town of Gibraltar, from the

fact that the houses are built on the side of the rock, and stand one above the other, presents the beautiful spectacle every night of a city illuminated. Colonel Fremantle politely invited me to visit the various batteries, etc.

Wednesday, January 22.—Received on board an anchor and chain, and permitted the fires to go down. Received a letter from Captain Warden presenting a question of international law, to which I assented, to wit, that vessels should have twenty-four hours' start.

Thursday, January 23.—Clear and pleasant. Moored ship. Visited by Captain Warden, the senior naval officer. Received a letter from Hon. Mr. Yancey; does not believe the blockade will be raised for three months.

Friday, January 24.—Invited to dine with the One hundreth, or Canadian Regiment. Some of the officers went. Captain Palmer, of the *Iroquois*, has been relieved by De Camp.

Saturday, January 25.—Received the following dispatch (telegraphic) from London: "Do not repair. Important particulars by letter, so do not leave port." Signed, "North." We hear a rumor that the *Nashville* has been sold.

Sunday, January 26.—At 10 went on shore to the Catholic church. Major-General Sir John Inglis, bart., the hero of Lucknow, of the English army, governor of Corfu, having arrived on his way to the Ionian Islands, visited us to-day to see our ship, which he was kind enough to say had become "quite distinguished."

Monday, January 27.—The English mail steamer from Southampton arrived. Received from her a Times of the 20th, from which we learn that England had protested against the barbarity of blocking up the harbor of Charleston by sinking a stone fleet.

Tuesday, January 28.—Preparing the ship for sea, surveying boilers and machinery, setting up rigging, etc., and awaiting very patiently news from London.

Wednesday, January 29.—Visited the shore and went to the military library and reading room where I found the principal London journals. Reported that the English Government will consult Parliament about recognizing us.

Thursday, January 30.—Visited, in company with Colonel Fremantle, the famous fortifications of Gibraltar, passing through the famous galleries (three tiers, one above another on the north end of the rock). These are huge tunnels extending from a third to one-half a mile, with embrasures from space to space for cannon, the solid rock forming the casemates. From these galleries we emerged out upon a narrow footway cut [out] of the rock, and stood perpendicularly over the sea, breaking at our feet, and had a fine view of the northeast face of the rock, rising in a magnificent mass some fifteen hundred feet. From this point a tower called the Queen of Spain's Chair was pointed out to me on the height opposite to the northward, the legend connected with which is that during one of the sieges, 1752, the Queen of Spain came to this eminence to witness the assault and capture of the place, and vowed that she would not descend therefrom until the flag of Spain should waive from the rock. The assault failed and the Queen, in performance of her vow, refused to descend until the governor of Gibraltar, hearing of the predicament of her Majesty, sent her word that he would at a given hour hoist the Spanish ensign that she might descend, which was done and the Queen was rescued from her predicament without breaking her vow. It requires a regiment to garrison the rock. Colonel Fremantle told me that the Spanish consul, whom he pointed

out to me as we passed the Alameda, had stated that I was a Spaniard, or at least that my father was—a native of Catalonia; that I spoke the Catalan as well as English, and that my name was a common one in that province.

Sunday, February 2.—Went on shore to church at 10 a. m. and walked in the Alameda, and then to the library, where I saw news to the 15th January from New York. Everything in *statu quo*, except the sailing of the fleet down the river for New Orleans. Received letters from North, informing me that as my ship was unseaworthy Mr. Yancey had determined to send me the new one built at Liverpool, if I desired it. I prepared for transmission the following dispatch:

Do not send her. Can come for her. Particulars by mail.

Dispatch not sent, but letter written to North.

Monday, February 3.—Sent on shore for some clothing for the crew, which had arrived from Southampton. Received the following dispatch from Mr. Mason:

LONDON, *February 2.*

Yours, with drafts, received and acted on. Can draw on house in Liverpool for $16,000. Get ready for sea without delay or waiting further advice, as by recent Government order you must leave port on six days' notice. Letters will explain fully.

Tuesday, February 4.—A French line-of-battle ship with 1,100 troops on board, bound to Mexico, came in with loss of jib boom from collision. Getting ready for sea.

Wednesday, February 5.—Ready for sea, except a supply of coal, and this I can not obtain until it is ascertained on shore that my drafts will be paid. Mr. Joyce came off to let us know that my drafts would be cashed. Sent the engineer in "citizen" [clothing] and in Mr. Joyce's boat to look at some coal in a hulk. Later in the day Mr. Joyce sent me word that he could not purchase any coal in the port, there being a combination against us, and that in an English port! Sent the first lieutenant to the governor to represent this state of facts to him, and to ask a supply from the public stores. He replied that he had no coal under his control: that it belonged to the naval officer, but that he did not think it could be supplied. Expressed his astonishment at the combination of the merchants, and expressed himself in a very friendly way.

Thursday, February 6.—Sent the first lieutenant and paymaster on shore again to endeavor to make a purchase of coal, authorizing from one to two dollars more per ton to be paid if necessary to bribe the independent English merchants.

Friday, February 7.—I was visited by a Spanish lieutenant, who informed me that he came by direction of the Spanish naval commander at Algeciras to say to me that the U. S. consul had complained to the Spanish Government that the *Sumter* had violated the neutrality of Spain by capturing the bark *Neapolitan* within a mile and a half of Ceuta, on the Morocco coast, and that the Government had given him (the admiral) orders to see that both belligerents in the war should respect Spanish neutrality. I stated to him in reply that any question which that capture might present was a question between our two governments, and that I did not recognize the right of the Spanish admiral to investigate the matter. To this the lieutenant assented. I then said that I would take pleasure in showing him, for the information of the admiral, however, that the truth had not been represented to his Government by the U. S. consul. I then called my clerk and showed him the deposition of the master of the captured vessel, in which it was stated that the capture was made within 5 miles of Gibraltar! The officer seemed astonished and pleased, and expressed his satisfaction.

Saturday, February 8.—Early this morning the British frigate *Warrior* came in and anchored near us. Sent a boat on board to make the usual complimentary call. Awaiting the arrival of a vessel with coal, consigned to Mr. Joyce, who promises to supply us. My coxswain ran off to-day, and I was pulled off by a drunken crew.

Sunday, February 9.—Eleven of my vagabonds still on shore; some of these we learn have gone to the American consul and claimed his protection. This official has been seducing them off by an emissary. Wrote to the governor, charging this upon him, and wrote also to Captain Warden asking to be supplied with coal from the Government dockyard.

Tuesday, February 11.—Five men in confinement; the devil seems to get into my crew. I shall have to tighten the reins a little.

Wednesday, February 12.—Visited the shore and called on the governor to have a talk with him on the subject of my deserters. He took the ground that in the absence of treaty stipulation he could not deliver a fugitive unwilling to be returned. Whilst I was with him the *Tuscarora* was announced by the telegraph. This ship came in and anchored near us at about 12, meridian, disguised, with her main yards down so as to resemble the merchant steamers! I saw Captain Warden on shore also. He informed me that the question of my being coaled by the dockyard had been referred to London by telegraph.

Friday, February 14.—At meridian the *Tuscarora* got underway and stood over to Algeciras.

Saturday, February 15.—Anniversary of the day of my resignation from the Navy of the United States, and what an eventful year it has been! Under pretense of saving the Union the Northern States have been making a frantic and barbarous war upon thirteen States and 9,000,000 of people, in face, too, of the following words of Madison:

> If there be a principle that ought not to be questioned within the United States, it is that every nation has the right to abolish an old government and establish a new one. This principle is not only recorded in every public archive, written in every American heart, and sealed with the blood of a host of American martyrs, but it is the only lawful tenure by which the United States hold their existence as a nation. (Letters of Helvidius, No. 3.)

And then what flood gates of private misery have been raised by this war, overwhelming families without number in utter ruin and desolation! Awful will be the retribution upon the Yankee cabinet and nation. The British Parliament met on the 6th, and we have in the papers to-day the address of the Queen and the speeches of Lords Palmerston and Derby, the latter the leader of the opposition in the Lords. From the general tone of all these papers, we will not be acknowledged at present. They say the quarrel is no business of theirs, and we must fight it out. Astute Great Britain; she sees that we are able to "fight it out," and that her darling object will be accomplished without the expenditure of blood or money! This is only national nature, selfishness.

Monday, February 17.—Visited the *Warrior*. The governor and suite and a number of naval and other officers, civilians and ladies, visited her by appointment at the same time. The *Warrior* is a marvel of modern naval architecture, and for the first experiment may be pronounced a success. She is a monstrous floating impregnable fortress, and will work a thorough revolution in shipbuilding. Wooden ships, as battle ships, must go out of use. With this single ship I could destroy the entire Yankee fleet blockading our coast, and this is the best illustration I could give of the necessity of the revolution in ship building I speak of. The British Government has declined to supply

me with coal from the dockyard and I must make arrangements to get it from Cadiz. The *London*, ship-of-the-line (steamer), arrived.

Wednesday, February 19.—Called on Captain Warden and had a conversation with him on the subject of our blockade by the *Tuscarora*. Called his attention to the prevention of signals, the *Tuscarora* communicating with Gibraltar by boats, and gave notice that if the *Tuscarora* came in I should claim precedence of departure, etc. Sent Paymaster Myers to Cadiz for coal.

Friday, February 21.—The newspapers state that there are seven Yankee ships in pursuit of us—four steamers and three sail ships. Three of the steamers—viz, the *Mystic*, *Mohican*, and *Dacotah*—were at Teneriffe on the 11th January. A report has reached us that our paymaster and ex-Consul Tunstall are in prison in Tangier. Received a letter from Captain Warden informing me that the governor had prohibited all vessels in the harbor from making signals and had prohibited the *Tuscarora* from communicating with the harbor by boats, so long as she remained in Spanish waters, etc.

Saturday, Feburary 22.—The report is confirmed of the illegal imprisonment in Tangier of Paymaster Myers and Mr. Tunstall. To-day the new Government of the Confederate States is organized in Richmond, the provisional government having lasted just one year. Having gotten rid of "Plymouth Rock" we have at length established a stable government on the American continent.

Sunday, February 23.—The master of the English steamer *Atlantic* from Liverpool having offered to coal me yesterday, we got up steam this morning for the purpose of going alongside of him, when the scoundrel came on board with another sharper from the shore, and insisted that I should pay him 50 per cent advance on the market rates, or $12 per ton. I declined to accede to the extortion. A pressure of 12 pounds of steam caused our boilers to give way again. Wrote to the governor, asking his good offices for the release of Mr. Myers and Mr. Tunstall. Demanded their release also of the Morocco Government, sending my demand through Mr. Hay, the resident British chargé at Tangier. We hear of the arrival of the enemy's ship *Ino* at Cadiz.

Monday, February 24.—A board of survey to-day condemned the boilers, and so the poor old *Sumter* is to be laid up. Well, we have done the country some service, having cost the United States at least $1,000,000 in one way or another. Another enemy's ship arrived.

Tuesday, February 25.—Received letters from Mr. Hay and the governor on the subject of our prisoners. They wish us well, but can not interfere! Prudent Englishmen.

Friday, February 28.—We learn that Mr. Myers has been given up by the Moorish Government to one of the United States vessels of war in this bay. There was an uprising of the foreign population on the occasion, and an attempt to rescue the prisoners would have been made but their various consuls, with Mr. Drummond-Hay at their head, advised them to disperse and let the matter take its course. There were, besides, some 2,000 Moorish troops in the place. The *Ino* sent armed men on shore to receive the prisoners. It is a singular coincidence that at almost the commencement of their history the old United States had a quarrel with these barbarians, though of Algiers.

Saturday, March 1.—The enemy's sloop *Ino* went to sea last night with Mr. Myers and Mr. Tunstall on board.

Wednesday, March 5.—The telegraph reports to the London papers that it is I who was captured at Tangier in place of Mr. Myers.

Saturday, March 8.—This morning the vessel which came in last night at Algeciras and made signals with the *Tuscarora* was discovered to be a United States screw steamer of war. In the afternoon she came over to Gibraltar and anchored at a short distance from us, between us and the rock. It is ascertained that she is the *Kearsarge*, one of the new sloops.

Sunday, March 9.—The enemy's steamer *Kearsarge* still anchored near us. At 3:30 p. m. she got underway and left the harbor for Algeciras. The Tangier consul was on board the *Kearsarge.*

Monday, March 10.—The enemy's steamer *Kearsarge* went to sea this morning from Algeciras, and the *Tuscarora* came over on this side and anchored. At 8:30 p. m. she returned to Algeciras. We learn that another enemy's steamer is at Cadiz.

Tuesday, March 11.—We are much depressed by the news of our defeat at Fort Donelson, on the Cumberland River, though doubtless the accounts are much exaggerated.

Wednesday, March 12.—The enemy's steamer *Kearsarge* came into the harbor and remained under steam for an hour or two without anchoring, when she went into Algeciras.

Thursday, March 13.—The enemy's sailing sloop *Ino* came into Algeciras and anchored this evening. We learn that she put Mr. Myers and Mr. Tunstall on board the brig *Harvest Home*, bound for Boston.

Friday, March 14.—Bay of Gibraltar. Received a letter from Mr. Mason, our commissioner in London, acknowledging the receipt of my letters reporting to him the inefficient condition of my ship. He advises me to remain by her, with my officers and crew, until I can hear from the Secretary of the Navy, so as to occupy the attention of as many of the enemy's cruisers as possible. There are now three of them in Algeciras, viz, the *Kearsarge*, the *Tuscarora*, and the *Ino*. There is dull prospect before us for the next two or three months to be detained inactive in a foreign port, away from the stirring scenes that are taking place in our beloved country, away from both our friends and enemies. Europe just now seems to be looking on in cold apathy at our death-and-life struggle.

Tuesday, March 25.—The enemy's steamers, the *Kearsarge* and *Tuscarora*, still remain at their anchors in Algeciras.

Sunday, March 30.—Wrote to Mr. Mason again to-day enclosing him a request from the wardroom officers to lay the ship up. Mustered the remnant of my crew, now amounting to no more than forty-six.

Tuesday, April 1.—The *Kearsarge* went out this evening.

Wednesday, April 2.—The *Kearsarge* cruising off the harbor this morning. We have the details of the naval engagement at the mouth of the James River, in which the *Merrimack* destroyed the frigates *Cumberland* and *Congress* and two gunboats. Our falling back from Manassas seems to have been conducted in an orderly manner, and is regarded as a commendable piece of strategy.

Thursday, April 3.—The naval action at the mouth of the James River is creating great excitement in Europe, as being the first trial in actual warfare of ironclad ships.

Monday, April 7.—Received a telegram from Mr. Mason ordering me to lay the *Sumter* up and to permit the officers and such of the crew as prefer it to return to the Confederate States. In the evening I assembled the wardroom officers in my cabin, and took the opinion of each, *seriatim*, on the subject. They advised unanimously that the step be taken; I decided accordingly.

Wednesday, April 9.—Discharged and sent off nearly all the remain-

ing men. Visited by Captain Ward, of the English steamer *Styx*. Some of the forward officers and assistant engineers departed in a steamer for Liverpool. I sent for each of them and took leave of them as I delivered them their orders. Sad work.

Friday, April 11.—Received a letter from the governor enclosing a deposition made by George A. Whipple to the fact that the *Sumter* had received coal on board. This villain solemnly perjured himself. He is a native of Massachusetts, and deserted from this ship. We learn this evening that the steamer for Southampton is expected to-night, and some of the officers have gone on shore to secure our passages. This looks like moving in earnest, and all is excitement.

List of vessels captured by the C. S. S. Sumter, 1861–'62.

Date.	Place where captured.	Name of ship.	Where belonging.	How disposed of, etc.
1861.				
July 3	Near Isle of Pines	Golden Rocket	Bangor, Me	Burned.
4	S. E. of Isle of Pines	Cuba	Maine	Sent to Cienfuegos, island of Cuba. (Retaken from prize crew.)
4	do	Machias	do	Sent to Cienfuegos, island of Cuba.
5	4 leagues off Cienfuegos	Ben Dunning	do	Sent to Cienfuegos, island of Cuba. (Released by captain-general of Cuba.)
5	do	Albert Adams	Massachusetts	Do.
6	5 miles off Cienfuegos	Naiad	New York	Do.
6	do	Louisa Kilham	Massachusetts	Do.
6	do	West Wind	Rhode Island	Do.
25	N. E. of La Guayra	Abby Bradford	New York	Sent to New Orleans. (Recaptured by enemy.)
27	9 miles Puerto Cabello	Jos. Maxwell	Pennsylvania	Sent to Cienfuegos, island of Cuba. (Released by captain-general of Cuba.)
Sept. 25	Lat. 6° 20′, long. 42° 24′	Jos. Park	Massachusetts	Burned.
Oct. 27	Lat. 17° 54′, long. 56° 30′	D. Trowbridge	Connecticut	Do.
Nov. 25	Lat. 18° 30′, long. 58° 40′	Montmorenci (ship).	Bath, Me	Released under ransom bond for $20,000, she having a neutral cargo on board.
26	Lat. 20° 27′, long. 57° 15′	Arcade (schooner)	Portland, Me	Burned.
Dec. 3	Lat. 29° 10′, long. 57° 22′	Vigilant (ship)	Bath, Me	Do.
8	Lat. 30° 57′, long. 51° 49′	Eben Dodge (bark).	New Bedford, Mass.	Burned. This vessel was a whaler, and had 22 prisoners on board.
1862.				
Jan. 18	Strait of Gibraltar	Neapolitan (bark)	Kingston, Mass	Burned.
18	do	Investigator (bark).	Searsport, Me	Released; neutral cargo; released on ransom bond.

Total captured, 18; number burned, 7.

Vessels overhauled.

Date.	Class.
1861.	
July 3	Brig, Spanish.
3	Ship, American.†
4	Brig, American.*
4	Brig, American.*
5	Brig, American.*
5	Brig, American.*
6	Brig, American.*
6	Bark, American.*
6	Bark, American.*
1861.	
July 25	Schooner, American.*
27	Bark, American.*
Aug. 7	Brig, Dutch.
19	French steamer of war Vulture.
Sept. 25	Brig, American.†
Oct. 5	Brig, English.
24	Brig, French.
25	Ship, Prussian.
27	Schooner, American.†

* Captured.

† Burned.

Vessels overhauled—Continued.

Date.	Class.	Date.	Class.
1861.		1861.	
Oct. 27	Brigantine, British.	Nov. 26	Schooner, British.
30	Brig, Danish.	26	Schooner, American.†
Nov. 2	Brigantine, British.	Dec. 3	Ship, American.†
2	Brigantine, British.	8	Bark, American.†
3	Steamer of war, British.	22	Bark, French.
5	Brigantine, British.	28	Bark, British.
5	Brig, French.	30	2 ships, Dutch.
5	Ship, British.	30	2 barks, 5 brigs, British.
7	Schooner, British.	30	1 ship, 1 brig, French.
7	Bark, British.	30	1 brig, Swedish.
7	Brig, French.	30	Bark, Prussian.
8	Brigantine, British.	30	Brig, Hamburg.
24	Bark, French.		
24	Brig, Swedish.	1862.	
25	Brigantine, British.	Jan. 2	Brig, French.
25	Ship, American.*	3	Brig, Spanish.
26	Bark, Spanish.	18	Bark, American.†
26	Brig, Spanish.	18	American bark, released.

Total, 60.

* Captured. † Burned.

*Cruise of the C. S. S. Nashville, October 26, 1861, to February 28, 1862.**

Detailed report of Lieutenant Pegram, C. S. Navy.

C. S. S. NASHVILLE,
Beaufort, N. C., March 10, 1862.

SIR: I have the honor to report that in obedience to your instructions, dated September 27, 1861, I assumed command of the steamer *Nashville*, then lying at Charleston, S. C.

From the time that I arrived at Charleston I informed myself by frequent reconnoissances of the exact position of the enemy's blockading squadron, and when Messrs. Mason and Slidell declined to proceed to England in the *Nashville*, being directed to carry out the remainder of my instructions, I awaited a favorable opportunity for running the blockade. This opportunity appeared to have arisen on the 26th of October, and on the night of that day, having again carefully reconnoitered the position of the enemy and placed boats on the bar for my guidance, I left Charleston Harbor. One of the boats placed upon the bar, through some unforeseen circumstances, however, drifted from its place, and the *Nashville* struck rather heavily upon a reef, from which she was got off without injury. It had been my intention to run out before the rising of the moon, but, as a consequence of the detention caused by running aground, the moon had already risen above the horizon as we were crossing the bar, enabling us to clearly perceive the enemy's vessels, while the *Nashville*, lying in the shadow thrown by the land, was completely hidden from hostile observation. Having thus baffled the vigilance of the blockading fleet, I shaped our course for the Bermuda Islands, which we reached on the 30th of October. At Bermuda I obtained a full supply of coal, and the *Fingal*, Captain Bulloch, C. S. Navy, arriving before our departure, I was able to furnish that vessel with the coal that she required. Mr. Macon, the Savannah pilot, was then transferred by me to the *Fingal*, and I also placed at the disposal of Captain Bulloch the services of any of my officers whom he might need.

On the 5th of November we left Bermuda, and in order to elude pur-

* At the end of this cruise the *Nashville* was sold to private parties.

suit took a track across the ocean but little frequented by vessels. During the greater part of the passage we met with strong head winds, the wheelhouses, guards, and a portion of the hurricane deck and bulwarks being washed away. At 9 o'clock on the morning of the 19th November a sail was sighted standing toward us, which proved to be the clipper ship *Harvey Birch*, Captain M. Nelson, from Havre to New York, in ballast. When within hailing distance, I hoisted the Confederate flag and demanded the surrender of the vessel as a prize to the *Nashville*, which demand was instantly complied with. I then ordered the captain to come on board with his ship's papers, and after a careful examination of these, one of the officers of the *Nashville* went on board of the *Harvey Birch*, and after transferring the officers and crew (thirty-one in number) on board the *Nashville*, with their personal effects, set the *Harvey Birch* on fire. Before she was lost to our sight her masts had gone by the board and she had burned to the water's edge. I then continued my course, and on the 21st November anchored off the port of Southampton, the officers and crew of the *Harvey Birch* being then liberated and permitted to go on shore.

Immediately upon my arrival at Southampton I communicated, as instructed, with Lieutenant North, C. S. Navy, and the Hon. William L. Yancey, and apprised them of your instructions, having previously shown these to Captain Bulloch, C. S. Navy, at Bermuda. I then tendered the Hon. William L. Yancey a passage to the Confederate States in the *Nashville*, and as in consequence of the seizure of the Confederate commissioners, Messrs. Mason and Slidell, there then appeared to be a great probability of an early rupture between England and the United States, I determined to await the result.

In the meanwhile I upon examination found that the *Nashville* required thorough overhauling, and she was taken accordingly into the dry dock at Southampton on the 5th December. There I was allowed by the admiralty agent to have the ship placed in the condition in which she was when we left Charleston, but I was not permitted in any way to alter or strengthen her, the British cabinet having determined to maintain a strict neutrality, in accordance with the tenor of the Queen's proclamation. This same plea precluded me from obtaining any arms or ammunition, and the *Nashville* being a Government vessel it would not have been seen with satisfaction had I endeavored to procure surreptitiously that which was openly denied.

The entire confidence that I reposed in Lieutenant C. M. Fauntleroy as an officer of ability and discretion induced me to undertake the responsibility of detaching him from the *Nashville* at Southampton, and of placing him in a more responsible position, connected with the interests of the Confederacy, than that which he had occupied. This will, I hope, meet with your approval.

Soon after leaving Charleston it became evident that traitors were amongst us, and this was clearly proved by an attempt which was made at Southampton to fire the ship at midnight. The person who attempted to perpetrate this diabolical deed was not discovered, but as several desertions took place shortly afterwards it is most probable that he did not act alone.

While the *Nashville* was lying at Southampton the Federal corvette *Tuscarora*, Captain Craven, arrived and was moored off the port, with the openly avowed intention of waiting for the egress of the *Nashville*. This attempt by one belligerent vessel to blockade another in a neutral port caused great indignation in England, and in order to allay the irritation of public feeling, both vessels were ordered by the authori-

ties to leave within a specified time. The whole of the correspondence that passed upon this subject I had already placed in the hands of your Department, and I also enclose a copy of the same herewith.

Messrs. Mason and Slidell having arrived in England, and having previously completed the repairs of the ship, taken in coal, and filled up the vacancies in the crew, I again made the Hon. William L. Yancey an offer of a passage in the *Nashville* to the Confederate States, and upon his declining to accompany us, I notified the Lords of the Admiralty that I was prepared to proceed to sea forthwith. Thereupon a notification was made to the captain of the *Tuscarora* that his vessel could not leave until the expiration of twenty-four hours after the departure of the *Nashville*, and to prevent any possible breach of faith, the English frigate *Shannon*, with steam up and guns shotted, lay alongside of the Federal vessel. Thus, on the 3d February, the *Nashville* left Southampton. And I must here record my high sense of the courtesy and kindness that I met with at the hands of all with whom I was brought into contact during my stay in England.

From the time of our departure until the 10th of February the weather was favorable, but then a heavy gale was encountered. During this gale, which lasted several days, the injection pipe of the engine was halfway cracked, and the prompt and efficient manner in which this was remedied by Mr. J. Hood, the chief engineer, together with the great care exercised by him in his important department throughout the entire voyage, are worthy of the highest commendation.

Upon leaving England I had determined to make direct course for one of our Southern ports, but finding that the *Nashville* could not weather in safety continued northerly gales, and that far more coal had been consumed than was anticipated, I shaped our course for Bermuda, anchoring in the harbor of St. George on the 20th of February. Whilst receiving on board a supply of coal, I learned that the owner and master of the Confederate schooner *Pearl*, which had run the blockade from Beaufort, N. C., and had run aground on the northern part of the Island of Bermuda, was then at Hamilton, and I determined on seeking an interview with the person in charge. Before, however, I could carry out this resolution, Captain J. Pender, the owner of the *Pearl*, came on board the *Nashville*, and in the most patriotic and praiseworthy manner volunteered his services and those of his master, Mr. J. Beveridge, a practiced pilot, to pilot the *Nashville* into Beaufort, N. C., speaking with the utmost confidence of our ability to run into that port. The manner in which the proposal was made induced me to accept Captain Pender's offer, and I can not now speak too highly, both personally and officially, of the advice and assistance that he and Mr. Beveridge thus afforded me.

On the 24th February the *Nashville* left Bermuda, and I shaped our course for Beaufort, N. C. At dawn on the morning of the 26th February a schooner was seen on our port bow, which proved to be the *Robert Gilfillan*, Captain Smith, from Philadelphia to Haiti, with an assorted cargo of provisions. Steaming towards her, I hoisted the American flag, the schooner doing the same. I then sent an officer on board and obtained from the captain all the information he possessed, when, upon a given signal from the officer, I displayed our flag and demanded the surrender of the schooner. This was at once complied with, and the sea being too rough to allow of any transfer of cargo, the captain and crew, seven in number, were, with their personal effects, brought on board the *Nashville*, the *Robert Gilfillan* being then set on

fire and burned. After this we met with some heavy weather, but after crossing the Gulf Stream the weather was favorable.

At daylight on the morning of the 28th February we found ourselves near to the harbor of Beaufort, N. C., and the first thing seen was the enemy's ship blockading the port. I stood directly toward her, hoisting the American flag and the ship's private number. This was replied to by the enemy. As soon, however, as I had passed her I ordered the United States flag to be hauled down and hoisted the Confederate flag at the foremast head and at the peak, while my pennant was run up at the main. When the United States flag was hauled down on board the *Nashville* the Federal vessel's captain endeavored to bring her broadside to bear, but before the ship could be swung we were out of range of his guns. In spite of this the enemy fired twenty-one shots, but without the slightest effect. I answered the enemy's salute by firing one gun, finding it useless to waste more powder. At shortly after 7 a. m. we had passed the lines of Fort Macon and were safely moored alongside of the railroad wharf at Morehead City.

The foregoing is as brief a report as is practicable of the whole circumstances connected with the passage of the C. S. S. *Nashville*, under my command, and I sincerely trust that my actions will meet with the approbation of the Department.

In conclusion, allow me to express the very high opinion that I hold of the services rendered the Confederacy by Lieutenant J. W. Bennett, the executive officer of the *Nashville*, and to mention that I feel personally under many obligations to him for his valuable counsel and assistance in maintaining the discipline and efficiency of the ship. I have also to name, in terms of the highest commendation, Lieutenant W. C. Whittle, Mr. R. Taylor, assistant paymaster, Dr. J. L. Anchun [Auchrim], acting surgeon, and Mr. J. H. Ingraham, acting sailing master, and beg that you will kindly place them under the favorable consideration of the Department. Allow me also to request that the appointments of the whole of the acting midshipmen may be confirmed, with one exception, concerning which I shall present a special report. I have the pleasure to report that Mr. Sawyer, the acting boatswain, has, by his unexceptional conduct and seamanlike bearing, gained the favorable consideration of every officer on board, and that by his energy and industry he has rendered great assistance in adding to the efficiency of the vessel. Permit me to call him under your notice, and to beg that the Department will be pleased to confirm his appointment. Mr. J. Evans, the Charleston pilot, on the passage from England kept regular watch and fulfilled his duties to my satisfaction. I also wish to call specially your attention to the sacrifices made by Mr. Frank Dawson, a young Englishman of high refinement and education, who left family, friends, and every tie to espouse our cause, and who, not to be put off by any difficulties thrown in his way, insisted upon serving under our flag, performing throughout the passage from England the most menial duties of an ordinary seaman in a manner that gained for him the admiration of every officer on board. I am now most desirous of retaining the services of Mr. Frank Dawson as my clerk, unless the Department can find some more appropriate position in which to place him.

Mr. L. Hill, who shipped with us as a seaman, soon attracted my notice by his zeal and attention, and this induced me to give him the appointment of master at arms. The duties of this post he has filled to my complete satisfaction, and I trust that the Department will be pleased to give him an appointment more suited to his merits—such,

for instance, as that of master's mate. I can not omit to mention that Mr. Ramson [Ransom], the acting boatswain's mate, and the seamen generally, have given me great satisfaction. Mr. J. Hood, the chief engineer, reports most favorably on the merits of John Spidell, third assistant engineer, and John Seeley, water tender, whom I recommend with pleasure to your notice. The firemen and coal-passers have, with but few exceptions, discharged their duties very efficiently.

I have the honor to be, sir, most respectfully, your obedient servant,

R. B. PEGRAM,
Lieutenant, Commanding.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure No. 1.]

ADMIRALTY OFFICE,
Southampton, January 11, 1862.

SIR: I have the honor to acquaint you that I have received orders with respect to [the] ship under your command and the *Tuscarora*, to detain one vessel until the other has had twenty-four hours' start.

I am, sir, your most obedient servant,

CHAS. [G.] PATEY,
Additional Captain of H. M. S. Victory,
and Senior Officer of Port of Southampton.

The Commander C. S. S. NASHVILLE.

[Enclosure No. 2.]

C. S. S. NASHVILLE,
Southampton, January 11, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of to-day's date, intimating to me that in the event of the *Tuscarora* proceeding to sea, the ship under my command is not to leave until twenty-four hours shall have elapsed after the *Tuscarora's* departure, and I beg to assure you that I shall rigidly conform to the instructions of your Government in this respect, and you may depend that nothing whatever shall be done on my part to infringe the neutrality of this port.

I have the honor to be, very respectfully,

R. B. PEGRAM,
Lieutenant, Commanding.

Captain PATEY,
Senior Naval Officer, Southampton.

[Enclosure No. 3.]

ADMIRALTY OFFICE,
Southampton, January 26, 1862.

SIR: I have the honor to state that I am directed to obtain from you, as well as from the commander of the *Tuscarora*, a written promise that you will not leave your present position without giving me twenty-four hours' notice of your intention to depart.

I am, sir, your most obedient servant,

CHAS. [G.] PATEY,
Additional Captain of H. M. S. Victory,
and Senior Officer at Southampton.

Lieutenant Commanding R. B. PEGRAM,
C. S. S. Nashville, Southampton.

[Enclosure No. 4.]

C. S. S. NASHVILLE,
Southampton, January 26, 1862.

SIR: I have the honor to acknowledge the receipt of your communication of this date. I promise you that the *Nashville* shall not be moved from her present position without giving you twenty-four hours' notice of her intended departure.

I am, sir, very respectfully, your obedient servant,

R. B. PEGRAM,
Lieutenant, Commanding.

CHAS. G. PATEY,
Additional Captain H. M. S. Victory,
and Senior Officer at Southampton.

[Enclosure No. 5.]

ADMIRALTY OFFICE,
Southampton, January 27, 1862.

SIR: I have the honor to inform you that I have received from the commander of the *Tuscarora* a notification that it is his intention to proceed to sea to-morrow (Tuesday), at 11 o'clock a. m. You can not, therefore, I beg to remind you, be permitted to leave this port in the *Nashville* until twenty-four hours shall have elapsed from the time of the departure of the *Tuscarora.*

I am, sir, your obedient servant,

CHAS. G. PATEY,
Additional Captain H. M. S. Victory,
and Senior Naval Officer Present.

Lieutenant Commanding R. B. PEGRAM,
C. S. S. Nashville.

[Enclosure No. 6.]

ADMIRALTY OFFICE,
Southampton, January 27, 1862—3 p. m.

SIR: In accordance with instructions received by me, I am to call upon you to leave the Southampton waters in the *Nashville*, under your command, and that you proceed to sea on Wednesday next, the 29th instant, at 12 o'clock, at noon, provided that an interval of twenty-four hours shall have elapsed after the departure to sea of the *Tuscarora.*

I am, sir, your obedient servant,

CHAS. G. PATEY.

Lieutenant Commanding R. B. PEGRAM,
C. S. S. Nashville.

[Enclosure No. 7.]

LONDON, *January 27, 1862.*

MY LORD DUKE: By letter from Captain Patey, of the admiralty, dated to-day, I am ordered to put to sea within twenty-four hours after the departure of the U. S. sloop of war *Tuscarora.*

It has now been more than two months since I arrived with my vessel, the *Nashville*, at Southampton, and during that time it has been my constant endeavor to pay the strictest regard to that neutrality which has been so solemnly proclaimed by her Majesty's Government.

My ship not being originally designed to cross the Atlantic, much less as a war vessel, I have not been able to strengthen her sufficiently

to sustain the two light 6-pounder guns which had been put on board of her, and to leave within the fatal delay specified in the above order would be to subject me to inevitable capture. So obvious is this, indeed, that I am driven to the conclusion that there has been some strange misconception in regard to this sudden summons, and this, in connection with the very brief time allotted me, urges me to address your grace in person, and to submit the enclosed copies of the communications I have received from Captain Patey.

Your grace can not fail to observe, from these orders, that my movements are made subordinate to those of the *Tuscarora*, and that the commander of that vessel is absolutely empowered to force me into a collision with him upon his own terms.

If it is indeed true that I am bidden to abandon the asylum whose hospitable shelter I have not abused, and that I am thus with my weak ship and slender crew to be placed at the mercy of a powerful man-of-war with which it would be madness to attempt to cope, I have no alternative left me but to obey this peremptory order, but I here enter my solemn protest against it in the name of common humanity, and of that Government which I have the honor to represent.

I have the honor to be, my lord duke, very respectfully, your obedient servant,

R. B. PEGRAM,
Commander, C. S. S. Nashville.

His grace the DUKE OF SOMERSET, K. G.

[Enclosure No. 8.]

SOUTHAMPTON, *January 10, 1862.*

SIR: I beg to state for your information that yesterday, at 8 p. m., I was visiting the south side of the docks and near where your ship is lying when I discovered a party of strangers on the pier, near the middle graining deck, and upon demanding to know who they were, an officer of the party informed me that they belonged to the *Tuscarora*, and were stationed there by their captain's orders to watch the steamship *Nashville*, and if she attempted to get underway to immediately make a signal to the *Tuscarora*. The party consisted of two officers and three men.

I informed them that they had no right or authority to be here for such purpose and without permission, and at once ordered them to leave the premises, which they did. I afterwards saw the consul and informed him I had done so, and should not allow any of the *Tuscarora's* crew to remain on these premises at night.

These circumstances being of so much importance, I have thought it my duty to communicate the same to the commanding officer of this port, Captain Patey, R. N., and I think it only fair to make the same known to you.

I am, sir, your obedient servant,

PHILIP HEDGES,
Superintendent.

Lieutenant Commanding R. B. PEGRAM,
C. S. S. Nashville, Southampton Dock.

[Enclosure No. 9.]

C. S. S. NASHVILLE,
Southampton, November 25, 1861.

MY DEAR SIR: I am at a loss now to express the deep sense of my obligations to you for your most kind and unexpected letter of this date.

Your offer is so much the more to be appreciated when I think of the still doubtful position of England in regard to our nationality, and when so few are willing to risk aught for a people in their efforts for liberty, and that, too, against a government heretofore ranking among the great powers of the world.

It shall not be forgotten by myself nor by my Government, if exertions of mine can avail. Permit me in all gratitude to say that although not in need of funds at this time, should circumstances demand, I will with much pleasure avail myself of your offer.

As my presence will be required on board my ship during the greater part of my stay, a visit in person will, I regret to say, be out of my power. I return the check book by Captain Huse, who will also do me the favor to hand you this letter.

Most truly, yours,

R. B. PEGRAM,
Lieutenant Commanding, C. S. Navy.

S. ISAAC, Esq.,
London.

List of Officers of the C. S. S. Nashville, 1861.

Lieutenant commanding, R. B. Pegram, C. S. N., Virginia.
First lieutenant and executive officer, C. M. Fauntleroy, Virginia.
Second lieutenant, J. W. Bennett, Maryland.
Third lieutenant, W. C. Whittle, Virginia.
Master, John H. Ingraham, South Carolina.
Assistant paymaster, Richard Taylor, Virginia.
Assistant surgeon, John L. Auchrim, South Carolina.
Midshipmen, W. R. Dalton, Mississippi; F. M. Thomas, South Carolina; H. G. McClintoc, Alabama; James W. Pegram, Virginia; Clarence Cary, Virginia; W. P. Hamilton, South Carolina; W. B. Sinclair, Virginia; I. S. Bulloch, Georgia.
Captain's clerk, Edward Hassell, South Carolina.
Boatswain, Francis Sawyer.
Pilots, James Evans, South Carolina; Thomas Jones, South Carolina; John Macon, Georgia.
Chief engineer, James Hood, Canada.
First assistant engineer, William Smith, South Carolina.
Second assistant engineer, John C. Murray, South Carolina.
Third assistant engineer, John Spidell, Alabama.

Letter from Hon. J. M. Mason, Confederate commissioner at London, to the Secretary of State of the Confederate States, regarding the attitude of the British Government towards C. S. S. Nashville, in the port of Southampton, England.

FENTON'S HOTEL, LONDON,
January 30, 1862.

DEAR SIR: We arrived in London yesterday evening, and I could address you but a short private note by a ship to sail to-day for a Confederate port. I have had but one day in London and that engrossed by visitors, embracing many of our countrymen here, with many English gentlemen who sympathize with us. This letter, which can not contain much, is to go by the *Nashville*, and if Captain Pegram makes good his voyage he will tell you the complications that have arisen in regard to his presence in an English port; it will suffice for me to say that the Federal ship *Tuscarora* being at Southampton to watch him, this Government ordered both to leave the port, brought about by misconduct in regard to the espionage of the commander of the *Tuscarora*, the *Nashville* to depart, as I understand it, twenty-four hours (afterwards

CONFEDERATE STATES STEAMER FLORIDA.

extended to forty-eight) after the departure of the *Tuscarora*. Captain Pegram, who consulted with me, in obeying this apparently harsh order, has acted in everything in a manner becoming his position. I have not the means of making myself fully acquainted with the orders of the British Government in this regard, they being partly written and partly through verbal communication. So far as I have understood them, however, I have no reason to believe that the Admiralty intended incivility or discourtesy to the *Nashville*, but under the necessity of sending away the *Tuscarora* it was thought prudent, and to preserve neutrality, to extend the same measure to the *Nashville*.

In my short note of last night I could tell you only of the favorable impressions we received everywhere, on our voyage, of sympathy from the British naval officers. Now, with but a day's experience in London, my impressions decidedly are that although the ministry may hang back in regard to the blockade and recognition through the Queen's speech at the opening of Parliament next week, the popular voice through the House of Commons will demand both. But few members, it is said, are yet in town, but there is a prevalent desire manifested to be well informed as to American affairs, and I have said to those who have called on me that I should be happy to see and converse with any gentleman who desired such information. My views, of course, upon such short acquaintance here, must be crude, but I shall be disappointed if the Parliament does not insist on definite action by the ministry, inuring to the relief of their people as well as ours. By the next opportunity I shall hope to write you more formally and at large. Please send the enclosed to Mrs. Mason.

Very respectfully and truly, yours,

J. M. MASON.

Hon. R. M. T. HUNTER,
Secretary of State.

Cruise of the C. S. S. Florida.

Report of Commander Bulloch, C. S. Navy, of the readiness of the steamer Manassas (C. S. S. Florida) for sailing from Liverpool.

LIVERPOOL, *March 21, 1862.*

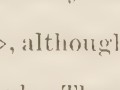
SIR: On the 14th instant, in a necessarily short letter, I informed you of the safe arrival of myself and party in England, and will now report more in detail upon the matters which relate to my especial duties here.

Although arrangements have been made by which correspondence with the Confederate States can be carried on with more freedom than formerly, yet as there is always a probability of letters going astray, such as treat of public affairs must obviously be worded with caution and names of persons and places be suppressed. I will endeavor, however, to be as graphic and minute as prudence and brevity will admit, and trust you will find no difficulty in understanding the real intent and meaning of my various reports. The *M——s** is ready for sea, with crew, provisions, and all boatswain's, carpenter's, and sailmaker's stores necessary for several months on board, and I will dispatch her on the day after to-morrow to a West India port, the exact locality of which

* The *Manassas*; formerly the *Oreto*, permanently the *Florida*.

will be reported to you in a subsequent letter, as well as from the ship as soon after her arrival as possible. It is hoped that she will be able to communicate immediately upon arrival with the officer you have already detailed for duty between the Southern coast and the Bahamas, and for this purpose I will send in her the very trusty and prudent officer you appointed especially to assist me in such affairs as require me to keep in the background. In spite of every ruse, it has been found impossible to place any munitions of war on board the *Manassas*. She has been twice inspected by the custom-house authorities, in compliance with specific orders from the foreign office, to see that nothing contraband of war has been placed in her, and notice has been given that any attempt to smuggle such articles on board would at once be followed by her seizure. The hammock nettings, ports, and general appearance of the ship sufficiently indicate the ultimate object of her construction, but there is nothing to compromise the pacific character she must necessarily assume for this voyage. Registered as an English ship, in the name of Englishmen, commanded by an Englishman, with a regular official number, and her tonnage marked upon the combings of the main hatch under the direction of the board of trade, she seems to be perfectly secure against capture or even interference, until an attempt be made to arm her or change the flag, and this, it appears to me now, can only be effected at sea.

The late unseemly conduct of the captain of the Federal ship *Tuscarora* has caused the British admiralty to issue very stringent orders in reference to the treatment of United States and Confederate vessels in English ports, whether home or colonial. Under these orders not only is the fitting out of ships for either Government forbidden, but no vessel of war will be permitted to take in more coal than the quantity necessary for her to reach the nearest port of her own country, after which she can not replenish at any British port until the expiration of three months. The restrictions in the ports of other European nations are not much less stringent, and although these restrictions are expressed in language of fairness to both parties and are indiscriminately enforced, it is evident that their very impartiality makes them far more burdensome to the Confederate than to the Federal Government. The armament intended for the *Manassas* was one 7-inch rifled gun and one 68-pounder solid-shot gun on traversing carriages, and four 42-cwt. 32-pounders in broadside. I have not been able to get the latter of these off as yet, but have shipped four 7-inch rifled guns, Blakely pattern, with traversing carriages and slides, with the pivot bolts and brass sweeps for the deck complete, and 400 solid shot and 600 shells all loaded and fused. These will go direct to Nassau; will arrive as soon probably as the *Manassas*, and are so stored as to be promptly delivered.

When in Savannah I learned that some cases intended for the Navy had been by mistake delivered to the Army. I will repeat here, therefore, that all shipments for the Navy Department have been and will continue to be marked 

, although to distinguish particular articles other marks may be added. The engineer of the *Manassas* has a scale drawing which is marked so as to show precisely how the sweeps are to be laid down on the deck for the pivot guns, and understands how to direct the operation. The crew of the *Manassas* are of course ignorant of her ultimate destination, but the principal officers are I think willing to take their chances in her anywhere, provided their

pay can be secured. I will write by the *Manassas* a letter to the Confederate officer commanding the *Cecile*, enclosing a list of everything on board the *Manassas*, and will also send a duplicate of this. I respectfully suggest that officers be sent to take charge of the *Manassas* as soon as possible, as a vessel of her description can not lie long in the West Indies without exciting notice and being called upon to make explanations of her objects and intentions. The ship *No. 2* is in an advanced state, and there are reasons for thinking she can be got to sea in a more efficient condition than the *Manassas*—I mean in reference to her real character. For this reason as well as because I can not finish other business of pressing importance for some weeks, I will await her completion, and will endeavor to arrange her movements in accordance with your instructions of November 30, 1861.

I feel called upon to urge upon you the necessity of making without delay arrangements for the regular payment of wages to the crews that may be shipped for either or both of these ships. With the assurance of regular pay and the promise of prize money or ultimate reward from Government for good service and captures at sea, I am sure good crews can be got, but without some security on these points I am equally confident that men could not be retained in the service. You will remember that the money sent to England for my use is all to be disposed of in operations specified in your various instructions, and an additional sum will be necessary for the current expenses of a cruising ship, a large and most important item of which will be pay. American ships are fast being put under the British flag, and besides, as it would be impossible to send in prizes, and ships rarely have specie on board, all their business being now carried on by means of drafts or letters of credit, a Confederate cruiser could only destroy property and will not therefore be self-supporting.

I have already consulted with those who are properly informed as to the plans, etc., of an iron-plated ship, and hope in a few days to be able to give you a report on the subject. The order for 100 tons of cannon powder will be filled as soon as possible, and will be shipped in lots as opportunity can be found. The manner in which this letter must go to you warns me that it is getting too lengthy. I will make up as far as possible by the frequency of my reports for their forced brevity. I find myself in a delicate and trying position here, but the prayers of many righteous men are daily ascending to heaven for the success of our cause, and I confidently expect that these prayers will be somehow or other acknowledged in providential aid to my humble undertakings.

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Commander Bulloch, C. S. Navy, to Lieutenant Maffitt, C. S. Navy, announcing the immediate departure of the steamer Florida from Liverpool for Nassau, New Providence.

LIVERPOOL, *March 21, 1862.*

SIR: Day after to-morrow I dispatch for Nassau a gun vessel, built in England, under contract with me, for the Confederate Navy. In all sailing and steaming equipment she is very complete, but I have been forced to dispense with all outfit suited to her true character. It has been with much difficulty, and only by the most cautious management, that she has escaped seizure or indefinite detention here, and I send

her as she is, the first regularly built war vessel for our Navy, to your care. Mr. Low, master, C. S. Navy, goes in her to take charge of the public property on board, and to place her in the hands of any Confederate officer who may be in the West Indies on her arrival. I hope it may fall to your lot to command her, for I know of no officer whose tact and management could so well overcome the difficulties of equipping her or who could make better use of her when in cruising order.

It has been impossible to get the regular battery intended for her on board, but I have sent out four 7-inch rifled guns, with all necessary equipments, in the steamship *Bahama*, bound to Nassau, and Mr. Low will give you all particulars as to her probable time of arrival, and will also hand you a list of everything on board the gun vessel, as well as an invoice of the shipment by the *Bahama*. Another ship will be ready in about two months, and I will take the sea in her myself, by some means or other, although I perceive many difficulties looming in the future.

The country seems to be hard pressed, but I hope no one at home despairs of the final result. Two small ships can do but little in the way of materially turning the tide of war, but we can do something to illustrate the spirit and energy of our people, and, if we can arrange to meet, may yet repay upon the enemy some of the injuries his vastly superior force alone has enabled him to inflict upon the States of the Confederacy. Write me as soon as you receive this, and give me full information of the state of affairs on the other side of the Atlantic, and if you get to sea in the little cruiser I send out, appoint a rendezvous. I am too much pressed for time and have too lately arrived to write more fully now, but will communicate with you again soon.

I am, etc.,

JAMES D. BULLOCH.

J. N. MAFFITT,
C. S. Navy.

Instructions of Commander Bulloch, C. S. Navy, to Acting Master Low, C. S. Navy, relative to the passage of steamer Florida from Liverpool to Nassau, New Providence.

LIVERPOOL, *March 21, 1862.*

SIR: You will take passage in the steam vessel *Florida*,* now about to sail for the Bahamas. This vessel, for reasons already explained to you, is sent out under the British flag and in command of an English captain, and it is of the utmost importance that nothing shall be done to compromise her character as a neutral vessel until she is safely delivered to an officer of the Confederate Navy or some agent especially appointed by the Confederate Navy Department. You are hereby charged with the care of all public property on board, a duplicate list of which is herewith furnished you, and the captain has been instructed after arrival at the first port of destination to be governed by your orders as to the movements and disposal of the ship.

As soon as you arrive at the Bahamas you will communicate with Captain J. N. Maffitt, C. S. Navy, whom you will hear of through Messrs. Adderly & Co., of Nassau, and you will forward the accompanying dispatch to the honorable Secretary of the Navy, reporting

*The *Florida's* dockyard name was *Oreto;* the name first assigned to her by the Navy Department was *Manassas,* by which she is mentioned in some of the correspondence.

also your arrival to him in writing. If Captain Maffitt or any other commissioned officer of the C. S. Navy is at Nassau, give him all the information you have in reference to the ship; hand him the invoice of stores, with the enclosed letter addressed to Captain Maffitt, and make the best of your way back to this country as quickly as possible, as I have duties of great importance for you here. Should you not find Captain Maffitt in Nassau, put yourself in communication, through Mr. Adderly, with Major Charles J. Helm or Mr. Louis Heyliger, one of whom will doubtless be in Nassau. . Consult with those gentlemen as to the propriety of keeping the ship in Nassau, and remain with her until you hear from the Navy Department. You must be careful to appear always as a private gentleman traveling on his own affairs, and let your intercourse with all persons known to be connected with the Confederate Government be very guarded and cautious. With the gentlemen mentioned above you can of course speak freely, but let your interviews be private, so as to escape notice as much as possible.

It is impossible to give you instructions to cover every emergency. I have had experience of your discretion and judgment, and must rely upon them now. You will be furnished with money to pay your personal expenses and to meet any small demands against the ship. As the *Florida* has an extra quantity of coal on board and the captain has been ordered to make the passage mostly under canvas, it is presumed no material outlay will be required for some time. Should there be absolute need of additional funds, you will apply to Messrs. Adderly & Co., or to either of the aforementioned gentlemen, pledging the Navy Department through me for the amount. You will, however, under all circumstances, practice the most rigid economy. You will keep a careful memorandum of the ship's performances, under steam and sail, noting her steering, working, stability, and all particulars of the speed under different circumstances, and the degree of pitching and rolling under various conditions of sea and weather. Furnish information on these points to the officer who may relieve you, and keep a copy for me.

Among the papers are drawings to show how the sweeps and traverses for the pivot guns are to be put down. These, with the guns and all necessary equipments, are on board the steamship *Bahama*, now about to sail for Nassau. If the officer who will take charge on the part of the Navy Department needs your services for a short time, you are at liberty to remain with him, but unless otherwise directed by the honorable Secretary of the Navy himself, after he has received the enclosed letter, you will return to England at latest by the first day of June, as your services will then be indispensable to me.

Wishing you a safe and speedy passage and a satisfactory consummation of the purposes of your voyage,

I am, etc.,

JAMES D. BULLOCH.

Master JOHN LOW,
C. S. Navy.

Letter from Acting Master Low, C. S. Navy, in charge of C. S. S. Florida, to Commander Bulloch, C. S. Navy, of the safe arrival of that vessel at Nassau, New Providence.

NASSAU, *May 1, 1862.*

SIR: I have the honor to report to you the safe arrival at this port of the C. S. S. *Florida*, on the morning of the 28th of April, after a passage of thirty-seven days, which, in compliance with your instruc-

tions, has been made principally under canvas. We wished to be as economical as possible in regard to the consumption of fuel, but were rather unfortunate in having light winds and frequent calms, more especially in the trades. During the latter we thought it prudent to steam, thinking that if we made too long a passage the steamship *Bahama* would be here some time before us. The amount of coal, as you are aware, was 175 tons, including Welsh and English. Our consumption of the former was 18 tons per day and of the latter 24. We have now on board good two days' coal, so I trust you will find, after taking into consideration the weather and our reasons for not making a long passage, that we have been as economical as possible, not only as regards fuel, but with everything on board.

I took particular notice of the vessel as regards her speed under steam and canvas, and am happy to report most favorably of her in all respects. Our average steaming is 9½ knots; her sailing averages, with the wind abeam or quarterly, so that the fore and aft canvas will draw, 12 knots. The above is the average; I now give you what I have seen her do during the passage: Under steam, with smooth water, 10½ knots, and under canvas alone, with quartering wind, so that we could carry main topgallant studding sail, 13½ good.

As regards stability, I do not think there is a stronger vessel of her class afloat; when pitching you could not see her work in the least, not so much as to crack the pitch in the waterway planks, where I believe a vessel pitching is as likely to show weakness as anywhere else.

I am, etc.,

JOHN LOW.

Commander J. D. BULLOCH.

Letter from Lieutenant Maffitt, C. S. Navy, to the Secretary of War of the Confederate States, announcing his assumption of command of C. S. S. Manassas.

NASSAU, NEW PROVIDENCE, *May 21, 1862.*

SIR: On arriving at this port I found the Confederate gunboat *Manassas* consigned to me by Commander J. D. Bulloch, C. S. Navy.

I have judiciously dispatched arms, etc., in all the steamers, and personally assumed command of the *Manassas*, which vessel I hope to have ready for service soon, and my whole soul will be devoted to giving *éclat* to our cause and annoyance to the enemy. My difficulties are great, my ambition greater.

I am, very respectfully, your obedient servant,

J. N. MAFFITT,
C. S. Navy.

Hon. G. W. RANDOLPH,
Secretary of War.

Instructions of the Secretary of the Navy of the Confederate States to Lieutenant Maffitt, C. S. Navy, appointed to command C. S. S. Florida, relative to a cruise in that vessel.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, July 14, 1862.

SIR: Your letter of the 13th of June has been received. I feel very great anxiety about the *Florida*, and earnestly trust that you may be able to get her to sea safely and make a dash with her against the

enemy. The difficulties in your way are serious, I know, and I can give you no other than general instructions to meet them. Exercise a sound discretion, and do not hesitate to assume responsibility. You will cruise at discretion, the Department being unwilling to circumscribe your movements in this regard by specific instructions. Should your judgment at any time hesitate in seeking the solution of any doubt on that point, it may be aided by the reflection that you are to do the enemy's commerce the greatest injury in the shortest time.

The strictest regard for the rights of neutrals can not be too sedulously observed, nor should an opportunity be lost of cultivating friendly relations with their naval and merchant service and placing the true character of the contest in which we are engaged in its proper light.

It would be well to purchase, through third parties, in advance, supplies of coal at points at which you may subsequently touch.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant Commanding J. N. MAFFITT, C. S. Navy,
Nassau, New Providence.

Report of Lieutenant Maffit, C. S. Navy, appointed to command the C. S. S. Florida (Oreto) regarding difficulties in getting to sea.

NASSAU, *August 1, 1862.*

SIR: The case of the *Oreto* will be decided to-morrow at 30 m. p. m. [12:30]. It is believed that she will be liberated, in which event I shall depart for a certain place of rendezvous, where a steamer will join me with armament and fittings.

The difficulties are very great; some twelve men-of-war are on the lookout. Seamen, firemen, and engineers are hard to obtain. I have no invoice of what has come for her, and we dare not open the boxes in the bonded warehouse. The steamer has never been in my possession one moment, as she was seized the day the *Bahama* arrived. I merely governed (privately) the movements of the captain up to that period, but would have gone to sea with her at once, leaving directions for the *Bahama* to meet me at the rendevous; unfortunately, there was no coal in Nassau, nor did any arrive until the day after the *Bahama*. I mention these circumstances with the hope that the Department will perfectly comprehend the trying position I have all along occupied, and that justice will be done me, if all my efforts and those of our intelligent and zealous Government agent, Mr. Heyliger, assisted by Mr. Lafitte, should fail.

I will have to fit out at sea, with small assistance and ignorance as to what has been put on board. Nothing has been neglected here to remedy the original mistakes. Nothing will be left undone on my part when the vessel is released to give entire satisfaction to the Department and the country at large.

I am, respectfully, your obedient, etc.,

[J. N. MAFFITT,
Lieutenant, C. S. Navy.]

Hon. S. R. MALLORY,
Secretary Navy, Richmond, Va.

Letter from Lieutenant Maffitt, C. S. Navy, commanding C. S. S. Florida, to Commander Bulloch, C. S. Navy, of arrival at Cardenas, Cuba, from Nassau, New Providence.

CARDENAS, *August 20, 1862.*

MY DEAR BULLOCH: I took on board at sea all my battery, but many things in the haste and confusion were forgotten, such as rammers, sponges, etc. Had but 2 firemen and 11 men; have run the gauntlet splendidly, my coast-survey experience being of great service. Where I went the Federal ships dared not follow, and here I am, with prospects of filling up my crew and obtaining what is necessary. The prize crew committed many acts of robbery, and left the vessel in a terrible plight. * * * I hope to give a good account of myself soon, if I get the men. I write in great haste. Have Lieutenant Stribling, good officer; Acting Master Bradford, Acting Midshipmen Bryan, Floyd, Sinclair, young men of no nautical experience. No doctor, no paymaster. I have now 3 cases of yellow fever; have had 7. Am doing well in that line. You remember my fondness for doctoring the crew. I was fortunate enough to avoid any connection with the *Oreto* until the day before we gave the Yankees the slip. Semmes was looked upon as the person ordered to command her, and after he left that Stribling was to take her to him at a rendezvous.

* * * This is written in extreme haste, to catch a chance to send it to Helm at Havana. Good luck and a God's blessing.

Yours, affectionately,

J. N. MAFFITT.

Commander J. D. BULLOCH.

Letter from Charles J. Helm, esq., Confederate agent at Havana, to the Secretary of State of the Confederate States, giving information regarding the C. S. S. Florida (Oreto).

HAVANA, *September 3, 1862.*

SIR: I have the honor to inform you that the Confederate gunboat *Florida* (*Oreto*), commanded by Captain J. N. Maffitt, arrived at Cardenas on the 18th ultimo, and anchored some 12 miles from the town. On the next day Captain Maffitt dispatched his first lieutenant to me with various requests touching the vessel, all of which I was enabled to comply with. The captain-general, fearing the Federal gunboats might attempt to cut the *Florida* out from her exposed position, several being reported in the vicinity of Cardenas, intimated a wish that she be brought to Havana, where he could force our enemy to respect his neutrality, protect her, and give Captain Maffitt such facilities for repairs and assistance consistent with his Queen's proclamation of neutrality as would enable the *Florida* to go to sea. I therefore immediately telegraphed Captain Maffitt to come to this port if, in his opinion, it was safe to do so. By this time, unfortunately, the captain, several of his officers, and eight of his crew were prostrated by yellow fever, and it was not possible for him to move. The captain-general then sent two vessels of war to Cardenas, one of which anchored by the side of the *Florida* and rendered her every assistance possible. The surgeon attended our sick night and day, and the captain was unceasing in his kind attentions. Mechanics were permitted to come and go without interruption. One young officer and several seamen died, and when the captain had so far recovered as to be able to sit up, knowing the anxiety of General Serrano and his wish that the *Florida* should be here instead of Cardenas, I sent a confidential agent to explain fully to

Captain Maffitt the views of this Government and the kind intentions of the chief officials, when on the night of the 31st he sailed for and reached Havana on the morning of the 1st instant. The Federal consular agent at Cardenas objected to the sailing of the *Florida* without twenty-four hours' notice, when Captain Maffitt assured the captain of the port that he would not interfere with any vessel until after he sailed from Havana, which would do away with the necessity of the notice. The captain of the port, not feeling authorized to act, telegraphed to Havana for instructions. The reply was, "Let her sail; the word of a Southern gentleman must be taken."

No seamen could be obtained here, and Captain Maffitt concluded rather than remain here, there being a great deal of yellow fever, to run for Mobile, for which port he sailed at 8 o'clock on the night of the 1st instant.

It is proper to add that the authorities behaved in this instance, as they have in all others affecting the welfare of our Government, admirably. The captain-general will adhere strictly to his promise to treat our vessels just as he treats the vessels of our enemy in all things touching our substantial interest.

Several vessels, steamers and schooners, have recently sailed from here for Confederate ports with valuable cargoes, and there is now on hand here a large amount of such articles as are most needed by our Government and people, which will soon be sent forward.

Our recent successes have gratified the Spaniards of Cuba immeasurably.

I have the honor to be, with great respect, your obedient servant,

CH. J. HELM.

Hon. J. P. BENJAMIN,
Secretary of State, Richmond.

Letter from the Secretary of the Navy of the Confederate States to Lieutenant Maffitt, C. S. Navy, commanding C. S. S. Florida, commending him for the manner of his escape into Mobile Bay.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, October 8, 1862.

SIR: Your official report* of your arrival at Mobile with the *Florida* was duly received, and through Admiral Buchanan I have tendered the thanks of the Department to yourself, your officers, and crew for the good service so well and successfully performed.

The escape of your defenseless vessel from an overwhelming force, with liberty to choose its ground and mode of attack, was alone due to the handsome manner in which she was handled, and I do not remember that the union of thorough professional skill, coolness, and daring have ever been better exhibited in a naval dash of a single ship.

I trust that your health will soon enable you to resume the command. The future movements of your vessel is a subject of interest upon which you will please give me your views, etc.

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant Commanding JOHN N. MAFFITT, C. S. Navy,
Commanding Steamer Florida, Mobile, Ala.

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*Not found.

Instructions of the Secretary of the Navy of the Confederate States to Lieutenant Maffitt, C. S. Navy, commanding C. S. S. Florida, regarding a cruise of that vessel.

CONFEDERATE STATES OF AMERICA,
Navy Department, Richmond, October 25, 1862.

SIR: Your letter of the 15th instant has been received, and the general outline which you give of your designed cruise is approved. Assistant Paymaster Lynch is ordered to report to you, and to him you will turn over the funds in your hands. A requisition has been made in his favor for $35,000 in coin, which with the amount in your hands will make $50,000, in addition to which he will have a letter of credit for $30,000.

The Department does not deem it necessary to give detailed instructions for your guidance, relying as it does upon your judgment and discretion for the conduct of your cruise, and believing that your success will depend entirely upon your freedom of action. The capture of one or two of the enemy's treasure and passenger ships would be a heavy blow to his credit at home and abroad, far greater than the capture of an equal value of property in any other form. So long as the existing blockade of our ports shall exist, any attempt to run prizes into them will hazard their loss, and you will be governed by this consideration in the disposition of prizes. Should your judgment ever hesitate in seeking the solution of any difficulty on this point, it may be aided by the reflection that you are to do the enemy's commerce the greatest injury in the shortest time. Since the *Sumter* started upon her cruise Federal owners of ships and cargoes have adopted the practice generally of placing them under British protection, and this may at times cause you some embarrassment.

The strictest regard for the rights of neutrals can not be too sedulously observed, nor should an opportunity be lost of cultivating friendly relations with their naval and merchant services and of placing the true character of the contest in which we are engaged in its proper light.

A speedy recognition of our Government by the great European powers is anticipated, and I have no reason to doubt that if you shall seek their ports you will receive the consideration and treatment due from neutrals to an officer of a belligerent power with which they desire to establish close commercial connections.

The long and hazardous cruise upon which you are embarking, followed, as you will be, in every sea by enemies in superior force, together with your exclusion from our ports, demand a maintenance of thorough and exact discipline as a matter of vital consequence. Before leaving Mobile you will endeavor to procure practical pilots for such portions of the Bahamas and the West Indies as you may be compelled to visit, and in all respects you will make your outfits as complete as possible, the Department wishing that nothing shall be left undone that may contribute to your success. You will not hesitate to assume responsibility whenever the interests of your country may seem to demand it.

For the purpose of communicating with your Government you will proceed as follows: Obtain at Mobile two uniform copies of any small English lexicon or dictionary, one to be retained by you and the other to be sent to the Department. Whenever in your letters or dispatches a word is used which may betray what you may desire to conceal, instead of using that word write the numbers, in figures within brackets, of the page where it is to be found, and also the number of the word on the page, counting from the top. Thus, if you desire to indi-

cate the word "prisoner" and should find this word on the hundredth page of the book and the tenth from the top of the page, you would indicate it thus: [100] 10. In this manner you can use a cipher without the possibility of its detection.

The *Florida* will have the honor of making the third naval cruise under the flag of the Confederate States, and the Department relies with confidence upon the abilities and conduct of yourself, officers, and men for its success; and with my earnest wishes for the prosperity of your cruise and your triumphant return to your country,

I am, respectfully, your obedient servant,

S. R. MALLORY,
Secretary of the Navy.

Lieutenant Commanding JOHN N. MAFFITT, C. S. Navy,
Commanding Steam Sloop Florida, Mobile, Ala.

Delivered October 31, 1862.
FRANK'N BUCHANAN,
Admiral, etc.

Extracts from the journal of Lieutenant J. N. Maffitt, C. S. Navy, commanding C. S. S Florida, May 4–December 31, 1862.

NASSAU, NEW PROVIDENCE,
May 4, 1862.

At 11 p. m. Mr. Low, provisional master, C. S. Navy, came to my room in private and informed me that he had come over in the C. S. gunboat *Oreto*, and at the same time handed me a letter from Commander J. D. Bulloch, requesting I would at once assume command and send Mr. Low back.

The *Oreto* had been here some weeks, attracting much observation and comment. She was in the upper anchorage, and Captain Duguid was her nominal commander. As the *Oreto* was in an equivocal position, with no regular Confederate States officer to look out for her interest, I gave up the *Nassau* and privately assumed the entire control.

By the *Kate*, Cambria and Nassau, I wrote to the Secretary of the Navy giving full information as to the *Oreto* and my position in regard to her, asking for the command and, if detailed, to be furnished with experienced lieutenants, a paymaster, engineers, an assistant surgeon, money, etc. The return boat brought me a letter from the Secretary, in which he informed me that Commander J. H. North was ordered and would arrive in Nassau by the British steamer *Bahama*, bringing guns, etc.; but that my conduct was approved, and if Commander North did not arrive I then was to consider myself as detailed. Mr. O. Bradford, provisional master, and Acting Midshipman Sinclair were the officers sent to me. The former had passed through all gradations of business and different appointments; never content one week over the other, and with so little ability of any kind that he may well be termed "Jack of all trades and good at none." Midshipman Sinclair on his passage saw the ocean for the first time. The Secretary complacently ordered me to fit out and cruise, as though I controlled a navy yard, and had engineers, men, etc., at my command.

Mr. Adams, the American minister in London, had sent out full information about the *Oreto*, and that her guns, etc., would arrive per steamer *Bahama*. With all these lights, the presence of the vessel as an undoubted build for a man-of-war, it was natural to presume that the American consul would not neglect the interests he represented.

The day after the *Bahama* arrived, on certain colonial authority, Captain McKillop, of H. B. M. S. *Bull Dog*, seized the *Oreto* as a lawful prize, based upon the Queen's neutrality proclamation. The next day she was released by advice of Mr. Anderson, the Queen's attorney. In the meantime the *Bull Dog* departed, having been relieved by the steamer *Greyhound*, Captain Hickley, who reseized the *Oreto*, and in two days relinquished her. On the next day, in consequence of the representation of one Jones (ex-boatswain of the *Oreto*) having, through the instigation and bribery of the American consul, made declaration that the *Oreto* was a Confederate gunboat, etc., Captain Hickley reseized her and put the case in the admiralty court for adjudication.

In the *Bahama* Lieutenant J. M. Stribling, late of the *Sumter*, arrived. He was on his way home to be reunited with his young and beautiful bride, but on hearing of my situation in regard to officers he promptly relinquished his orders and volunteered for the *Florida*.

About the 20th of July the yellow fever in its worst form commenced operation. The first victim was my young friend, Lieutenant Brown, of the Fourth W. I. Regiment; a high-toned little gentleman as ever lived. As a nurse my services were constantly required at the hotel; the cases were generally fatal.

August 7 [*2*].—The court room was crowded at 11.30 a. m. At 12 Judge Lees gave his decision in the *Oreto* case, and she was free! On the following day the verdict was recorded, papers made out for any Confederate port, J. Laurens Read (my stepson), captain! At 11 a. m. she steamed out of the harbor to outer anchorage, and at 4 p. m. I went on board with Lieutenant Stribling, Master (Acting Lieutenant) Bradford, Acting Master Floyd, Midshipman Bryan, Engineers Spidell, Scott, Quinn, and J. Seely, Acting Marine Officer Wyman, Acting Paymaster Read, Clerk Vogel, and a few men.

Lieutenant Stribling returned to take charge of the tender with arms, stores, etc., and ship such as could be obtained. On the following day the *Cuyler* (Federal gunboat) came and ran all round us. The [H. B. M. S.] *Petrel*, commanded by my friend Watson, immediately went out and ordered her in the harbor or to go without the marine limits. That night the *Petrel* gave me a hawser and we hung on by it, as we had not men enough to weigh our anchor. At 12 or a little after dropped quietly down under the shadow of the land until off the west end of the island, when we steamed to the southward. At 1, fell in with [the] *Prince Albert*, schooner, Lieutenant Stribling, and took her in tow. At 3 p. m. on the following day anchored 1¾ miles W. S. W. of Green Cay.

Now commenced one of the most physically exhausting jobs ever undertaken by naval officers. All hands undressed to the buff, and with the few men we had commenced taking in one 6 and 7¼ inch guns, powder, circles, shell and shot, etc. An August sun in the tropics is no small matter to work in. On the 15th C. Worrell, wardroom steward, died and we buried him on Green Cay. Several cases of fever appear among the crew. At first I thought it but ordinary cases, originating from hard work and exposure to the sun, but in twenty hours the unpalatable fact was impressed upon me that yellow fever was added to our annoyances. Having no physician on board, that duty devolved upon me, and nearly my whole time, day and night, was devoted to the sick. On the 16th of August all the armament and stores were on board; took the tender in tow and ran to Blossom Channel, in which we anchored at sunset.

On the morning of the 17th got underway, hoisted and cheered the

Confederate flag, and christened the *Orto* by her new official cognomen of *Florida*, parted with the *Prince Albert*, and stood to the southward and westward. The yellow fever by this time had gained complete ascendency and in our absolute helpless condition were forced to enter a Cuban port. Moreover, we found that neither beds, quoins, sights or rammers, and sponges had been sent to us.

August 18.—At 11:30 p. m. passed a Federal cruiser. We were so close to the reef that he did not see us. At 1:20 a. m. on the 19th August entered the harbor of Cardenas; one fireman on watch perfectly exhausted and about four men. Anchored in 4 fathoms. At 9 got underway, and stood into the inner harbor; communicated with the authorities, and represented our helpless condition; received permission, per telegram, from the governor-general to remain as long as it was necessary.

On the 20th dispatched Lieutenant Stribling and Mr. Vesterling to Havana to obtain, through agents, more men and a doctor. The fever had complete possession of the vessel, but as yet none had proved fatal, for I watched every case with the most particular care. 'Twas a sorrowful sight to see our quarter deck turned into a complete hospital. All the men who were able to work we kept fitting side tackles, breachings, etc.

August 22.—My duties as physician have prostrated me considerably; do not feel well. At 2 p. m. was taken with a slight chill, which I fancied originated from getting wet in a thunder squall. Took a foot bath and felt better for a time. At 4, while giving medicine to the sick, was seized with a heavy chill, pain in the back and loins, dimness of vision, and disposition to vomit. The painful conviction was forced upon me that I was boarded by this horrible tropical epidemic. I sent for Mr. Floyd and Mr. Wyman, and gave full directions in regard to the duty of the vessel. Ordered a physician sent for, and the sick sent to the hospital; then took 40 grains of , got into a tub of warm water mixed with mustard, took several injections, changed underclothes and sheets, and by this time was in the embrace of a fierce fever. Knowing that fever always affected my brain, I did all that I thought necessary with promptness, even directing the medicine and care of the sick for the night.

From this period until the 29th all was a blank to me, an epoch of horror and suffering that can not be realized save by those who have been the recipients of this fell disease. On recovering my first gleam of sunshine, I found a medical consultation progressing that was not flattering to my recovery, but Dr. Gilliard, of the Spanish gunboat *Guadalquivir*, was somewhat hopeful, and I told him his prognostics were correct, as I had not time to die. He and Lieutenant Commanding ———, of the *Guadalquivir*, were very polite and attentive, and I hope some day to have it in my power to demonstrate my appreciation of their courtesy.

The first unpleasant news conveyed to me on becoming quite sensible was that my dear stepson, Laurens, was seriously ill with fever. Poor boy! he had set up with me and manifested the most tender solicitude for my recovery. I was distressed that my debilitated condition prevented personal attention to his case. Dr. Barrett, of Georgia, a warm-hearted Irishman, volunteered for the vessel, giving up an excellent situation in the Government hospital in Havana in order to demonstrate his devotion to the South in this time of need.

August 30.—At 6:30 p. m. poor Laurens was taken with black vomit; at 7 the noble boy went gently to sleep, beloved and regretted by all

who knew him. This blow came like the raven wings of fate, darkening my very soul and nearly producing a relapse. Poor Mr. Seeley (John), our third assistant engineer and 3 men, departed this life about the same hour. Mr. Floyd is down with the fever; also Midshipman Sinclair. Mr. Wyman is quite sick with the epidemic, but as he was taken when on shore, Mr. John Cacho, a native of Port Mahon, kindly took him to his house, where he was attended with so much care that his case proved quite a mild one.

Mr. Stribling returned, bringing 8 men and 4 firemen: his difficulties, in consequence of the neutrality law, had been very great. The governor-general telegraphed for me to proceed to Havana, as there were no forts in Cardenas, and a rumor had reached him of an intent on the part of the Yankees to cut me out. The port was already completely blockaded in anticipation of my departure.

August 31.—Committed our dead to their mother earth and settled all bills prior to departing for Havana. 'Twas whispered about that we were about leaving, and the American consul dispatched a swift craft to inform the Federal squadron. At 8 p. m. the Spanish mail boat (for Havana) left, and when outside was chased by the Federals, who fired shot and shell at her until she entered the harbor at Matanzas; they mistook her for the *Florida;* consequently, at 9:30 we sailed and ran the coast along unmolested.

September 1.—At 11:30 a. m. entered the harbor of Havana; a large concourse of people assembled upon the quay, and our entrance was attended to by a large and favoring audience. Shufeldt notified the Yankee fleet of our being in Havana and an assembly took place off the morro. Finding that I could not get a crew, as 'twas the season of sickness, when sailors did not congregate in this port, and that my ordnance was defective in arrangement, etc., to say nothing of the want of officers, I reluctantly came to the conclusion that there was nothing left to me but to force my way into some Confederate port. In fact, my health was so wretched that I could not well attend to duty, and had to be lifted on deck when necessity called me. Captain Smith volunteered to pilot me into Mobile and was assured that but one man-of-war guarded that harbor; so I settled upon Mobile, and at 9 p. m. sailed, avoiding the enemy's fleet by running some distance close in shore. The passage was pleasant, but cases of fever continued assailing the new men, but not with its original severity, or perhaps Dr. Barret's experience and extreme devotion may have had much to do with its mitigated form.

September 4.—At 3 p. m. made Fort Morgan and three blockaders off the bar; they at once ran out to receive me. At 4:50 p. m. the cannonading commenced upon our helpless craft, for we could not return their shots for want of men and proper provision for our guns. The *Oneida*, Commander Preble, of 10 guns, made an effort to cut us off, but I sheered toward him, and feeling he would be run down he backed, giving me a momentary advantage. As I ranged ahead of him he poured out a whole broadside, that swept away hammocks and some running rigging. One gunboat opened on my port bow, the other on our port quarter, and the cannonading became rapid and precise. Having passed the *Oneida*, gave a starboard helm to bring the gunboats in line, and escaped, by this range, the fire of one of them, for this grouping around me bid fair to send the little *Florida* to the bottom.

Hauled down the English flag, and as soon as the signal halliards could be rerove, ran up the bars and stars.

A shell entered the port quarter but fortunately neither that or the XI-inch exploded. Several expended Parrott shells struck the masts and fell on board. Our boats were much injured and all the standing rigging (except three shrouds) shot away; our hull well peppered. Finding that we did not distance the Federals rapidly, sent the men aloft to loose topsail and topgallant sails, and our sailors responded to the order with alacrity. As soon as they were seen on the yards, all the gunboats commenced firing 24-pound shrapnel; the standing rigging was shot away as our men came down from aloft; several were wounded, and the boats, masts, spars, and hulls were cut with thousands of the shrapnel. The sea was smooth, and our helpless condition gave the enemy confidence and security, which enabled them to coolly use us as a target. The sails availed us considerably, for a light S. E. wind had sprung up. I sent all below but the officers and two men at the wheel.

As we approached the bar an XI-inch shell entered on our port beam, about 9 inches above the water line, passing through coal bunker, grazing the boiler and entering among the men on the berth deck; by this shot 4 men were wounded and James Duncan's head taken off. Duncan was captain of the maintop and one of our best men. At dusk we were under the guns of Fort Morgan. Soon visited by the officers. Colonel Powell says the scene was brilliant, and he considers it one of the most dashing feats of the war. Sharkey, captain forecastle, and Bellups, quartermaster, were at the wheel during the cannonading, and did well; in truth, everybody acted well their part.

We were visited by McBlair of the *Morgan* and Hunter of the *Gaines*, their crews cheering as approaching. Anchored off Melrose. On the 5th I went up to Mobile with McBlair, to recruit. Buried our dead.

September 6.—The admiral sent a small steamer down as a hospital vessel.

Monday morning, September 8.—At 1 p. m. arrived in the *Morgan;* the admiral went on board the steamer and made a few complimentary remarks to the crew and then left. On going on board the *Florida* I was distressed to find poor Stribling down with a serious attack of fever; had him conveyed to the steamer *Arral* that Dr. Barrett could attend him night and day. His mind wandered, and there seemed no elasticity in his constitution; I think his chances very doubtful.

[*September*] *9.*—Stribling very ill; will not permit anyone to administer his medicine but me, and I am hardly able to stand. Midshipman Sinclair rather worse; case assuming a doubtful phase.

[*September*] *10.*—Am quite exhausted with my efforts to aid poor Stribling; he calls for me all the time. Young Sinclair has a favorable turn. Nothing but sickness. We are quarantined by the authorities and very properly.

[*September*] *11.*—The same; I now have no hope of poor S.

[*September*] *12.*—As I feared, Stribling breathed his last at 6:30 p. m., having never rallied once during his illness. He was a good Christian and excellent officer. Peace be to his soul.

September 13.—Paid the last honors to our highly esteemed friend and shipmate, Lieutenant Stribling. He is buried at Melrose, near Mr. Stone's country seat.

[*September*] *20.*—Passed Assistant Surgeon F. Garretson, C. S. Navy, reported for duty (his original name was Van Biber). The doctor is from Virginia, and enjoys a high reputation, not only in but out of his profession. Cleansed our holds and fumigated the vessel daily.

[*September*] *26.*—Midshipman Sinclair has been under my especial

care in the cabin and has benefited so much that he was enabled to proceed to Richmond on leave.

[*September*] *29.*—Lieutenant Comstock reported for duty, a young officer of exceeding delicacy of constitution; in fact, unfit for the performance of the requirements of this vessel. * * * Hauled down the quarantine flag and steamed over abreast of Dog River bar. Received a very complimentary communication from the Navy Department, but no hint of promotion.

On the 9th [October?] Lieutenant D. A. Forrest reported as executive.

October 12.—At last, after great exertion, I have some mechanics at work. They all dread the vessel, and desired to await a fever-killing frost ere coming on board. Slow, slow, slow. This fitting out in an open bay, where so much is to be done, is bad business.

[*October*] *13.*—Lieutenant Hoole, of Alabama, a young gentleman who was badly wounded in the head at Roanoke Island, reported. Dr. Barrett returned from leave, and concluded to remain with his family; good old man.

[*October*] *18.*—Second Assistant Engineer Jackson reported, and a more unfortunate appointment could not have been made. Third Assistant Engineer Brown reported.

[*October*] *20.*—Lieutenant Forrest received his detachment.

[*October*] *25.*—Lieutenant C. C. Simms reported and a most excellent officer he is. The equipments and repairs now commenced with system and regularity.

[*October*] *30.*—Lieutenant S. W. Averett, an officer of high standing for his period of service, reported; his frank, manly manner pleases me much. Crew coming on board in driblets; many rated as seamen who in the old service would merely pass as very ordinary seamen.

November 1.—Passed Midshipman Walker detached to make room for Midshipman Dyke, of Florida.

November 4.—Lieutenant C. W. Read, the last lieutenant I personally applied for, joined; this officer acquired reputation for gunnery, coolness, and determination at the battle of New Orleans. When his commander, T. B. Huger, was fatally wounded he continued to gallantly fight the *McRea* until she was riddled and unfit for service. * * * Passed Assistant Surgeon Grafton reported; he is a pleasant gentleman, and enjoys the reputation of being an excellent surgeon.

November 15.—Lieutenant Simms was telegraphed by the Department that in consequence of the alarming illness of his wife he was at liberty to leave. He referred to the admiral, who at once decided that he must return home, and much to his and my own regret I lost the service of this experienced and excellent officer. I can not have more changes, so will ask for Lieutenant Stone and try how Mr. Averett will get along as executive. Want of experience. Mr. Stone has joined. He is intelligent and will make an admirable officer.

December 1.—Received the admiral, General Slaughter, Lieutenant Rainey, Captain McBlair, T. T. Hunter, Colonel Forsyth, Mrs. Le Vert and daughter, Mrs. Hopkins, Gracie Scott, Mrs. Forsyth, Mrs. Lieutenant Graves, Virginia Hallett, Mrs. Jno. W. Murrell. Entertained them several hours; exercised at target, and at 3:40 they returned in the *Crescent* steamer. Fitting out slowly; our wants can not be promptly supplied; the ordnance department is as yet in embryo, and Lieutenant Eggleston has much difficulty in fitting us out, even indifferently. Our tarry has far exceeded my expectations, and all hands are very restive. Lieutenant Read suffers particularly in this and has

become somewhat bilious; every passing squall is to him a fine night for going out, even though it be of fifty minutes duration only.

The gentlemen knew nothing of my orders, nor that having formed plans on consultation with Admiral B., who controls me, I shall abide by them, notwithstanding all their presumed superior judgment.

In the winter season N. E. gales, as a rule, are prevalent. They last several days with a misty sky, and heavy sea upon the bar, both favorable to the *Florida's* safe exit, and 'tis to the interest of the Confederacy that we get out intact, as my orders are to assail their commerce only, that the mercantile part of the Northern community, who so earnestly sustain the war by liberal contributions, may not fatten on its progress, but feel all its misfortunes. As the *Alabama* and *Florida* are the only two cruisers we have just now, it would be a perfect absurdity to tilt against their more than three hundred, for the Federals would gladly sacrifice fifty armed ships to extinguish the two Confederates.

When a man-of-war is sacrificed 'tis a national calamity, not individually felt, but when merchant ships are destroyed on the high seas individuality suffers, and the shoe then pinches in the right direction. All the merchants of New York and Boston who have by their splendid traders become princes in wealth and puffy with patriotic zeal for the subjugation of the South, will soon cry with a loud voice, peace, peace; we are becoming ruined and the country damned!

I doubt not but that there will be much criticism and condemnation among the restless spirits of the service, who are always finding fault, yet most faulty themselves. 'Tis a curse in military as well as naval life that gossiping is carried to such reprehensible extremes, and as a general rule it belongs to weak-minded, shallow-pated persons, living in glass houses, but always throwing stones.

I am impatient for that N. E. gale. Singular, this winter has been almost entirely exempt from bad weather, and my tarry has not been a matter of satisfaction. Everybody but the admiral is impatient; he seems to fancy the retention of the *Florida*, considering her not badly employed in keeping a large fleet to watch her.

December 30.—I have been summarily detached and Lieutenant Barney ordered to relieve me in command. The Department expresses astonishment at the delay of the *Florida*, but fails to address the admiral on the subject or seek any explanation. My services (unrequited as they have been) surely entitle me to a slight consideration and call for information. The commanding officer was indirectly hit over my shoulder.

Fortunately, the President was in Mobile, and Admiral Buchanan went to him and represented the gross injustice done me; that the Secretary had failed to consult with him, the commanding and responsible officer, which he should have done, as by so doing he would not have committed so grave an error or gross an act of injustice. The President telegraphed, and the action of the Department was annulled. My command was fully endorsed by Mr. Davis.

Abstract from log of C. S. gunboat Florida, August 17, 1862, to January 15, 1863.

List of officers.—J. N. Maffitt, commanding; J. M. Stribling, lieutenant; O. Bradford, acting lieutenant; R. S. Floyd, acting master; J. Spidell, acting first assistant engineer; J. L. Read, acting assistant paymaster; C. W. Quinn, acting second assistant engineer; ——

———, acting assistant surgeon; G. D. Bryan, midshipman; G. T. Sinclair, midshipman; L. Vogel, captain's clerk; A. Vesterling, paymaster's clerk.

August 17, 1862.—Blossom Channel, Bahama Bank. Parted this morning from the schooner *Prince Albert* at 8 a. m. and hoisted the Confederate flag. Latitude, 22° 48′ N. From meridian to 4 p. m. running along the banks on a due west course.

August 19.—At 1:35 a. m. came to anchor, Cay Piedras light bearing N.W. by W. At 9:25 steamed up Cardenas Channel. At 1 p. m. dispatched the cutter to town with Acting Lieutenant Bradford in it for official calls upon the authorities. Lieutenant Stribling and Mr. Vesterling went to Havana on duty.

September 1.—Arrived at 12 m. in Havana and left at 7·30 for Mobile, where we arrived after having successfully run the gauntlet of three of the enemy's vessels in broad daylight at 5 p. m. on the evening of the 4th.

September 4, 1862, to January 15, 1863.—Remained in Mobile Bay fitting ship.

Cruise of the C. S. S. Alabama.

Letter from Commander Bulloch, C. S. Navy, to Hon. J. M. Mason, C. S. commissioner at London, regarding the disposition of the officers of the C. S. S. Sumter in Liverpool.

10 RUMFORD PLACE, *Liverpool, May 3, 1862.*

SIR: I have the honor to acknowledge the receipt of your letter of yesterday, and have read a portion of its contents to Messrs. Fraser, Trenholm & Co., as you desired. These gentlemen say that their ships are necessarily sailed under the British flag, and the presence on board of any persons known to have been in the Confederate service would compromise their character, and in this view of the case they feel reluctantly compelled to decline giving a passage to any of the *Sumter's* men.

Since my return to Liverpool I have made ineffectual efforts to see in person the warrant officers of that ship, the names of whom were furnished you by Captain Semmes. The services of these officers would be of great advantage to me at a time now, I trust, not far distant, and Captain Semmes' report of their capacity is conclusive and satisfactory; but I can not exaggerate, sir, the caution and tact required to get a ship to sea with even the external appearance of a man-of-war. The slightest indiscretion on the part of those connected with such an undertaking would doubtless cause a failure of the attempt. I beg leave, therefore, to repeat the proposition I made to you verbally, viz, that you direct these officers to remain in England for the present, simply informing them that their services would probably be wanted at some future time; then at the last moment I could manage to get them to sea in such a manner as would in no way connect them with my movements. The details of such an arrangement have already been planned in my own mind and will be verbally explained to you when I next go up to London, which will be on Tuesday, the 6th instant. I would furthermore suggest that the detention of these officers be dependent upon their previously expressed willingness to go upon any service the exigencies of the times may require, as in clandestinely fitted out expeditions it is absolutely necessary that all should be of like inclination. I may mention that Mr. Cuddy, the gunner of the *Sumter*, called on me day before yesterday, and when I mentioned that you might wish to detain him here he expressed his entire willing-

CONFEDERATE STATES STEAMER ALABAMA.

ness to do anything you might deem proper, adding that he only wished to get upon some service as quickly as possible.

With reference to the seamen mentioned in your letter I can only say that any connection with them on my part would soon be known to the American consul and would compromise my position here. These men, if not under control, would spend money as fast as it could be supplied to them, and could not be relied upon to appear when wanted. With the exception of a few leading men, who must be British subjects, I will be compelled to pick up crews at the latest moment, for no body of seamen could be kept together in idleness for any length of time.

Anxious that you should hear from me by return mail, I am necessarily brief, but will express my views upon the subject of your letter more fully when I have the honor to see you on Wednesday next.

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH,
Commander, C. S. Navy.

Hon. J. M. MASON,
Commissioner of the Confederate States.

Letter from Commander Semmes, C. S. Navy, to Commander North, C. S. Navy, regarding his appointment to command of vessel being fitted out by Commander Bulloch, C. S. Navy, at Liverpool.

NASSAU, NEW PROVIDENCE, *June 8, 1862.*

DEAR NORTH: I arrive here this morning, and found an order from the Navy Department directing me to assume command of the ship which Bulloch is fitting out. I shall return to England by the very first opportunity, but I fear this will not present itself for two or three [weeks. In the] meantime, do me the favor to inform Bulloch immediately of this change, and to request him to proceed with the preparation of the ship precisely as if he were to command her himself. Detain also any of the *Sumter's* officers who may be still in London or Liverpool, without informing them, however, of the object of their detention, lest through indiscretion they may speak of it. Write also to Armstrong, at Gibraltar, and tell him that he has been promoted to a lieutenancy, and that it is my intention to take him with me in the new ship, and caution him particularly to preserve the secret, not even to mention it to his most particular friend.

Terry Sinclair and Maffitt are both here. Sinclair is coming over to purchase or build and fit out a ship, and Maffitt is fitting out the *Oreto*. Kell and Galt return with me. I hope this may be in time for you to stop Chapman and Evans. Our cause is decidedly on the mend, notwithstanding our apparent disasters. Best respects to Mrs. North and our very true friends the Fremletts.

Very truly, yours,

R. SEMMES.

Commander J. H. NORTH,
C. S. Navy.

Letter of instructions from registered owners of the bark Agrippina to Captain McQueen, master, in regard to rendezvousing at Terceira and transfer of cargo to the steamer Enrica (afterwards the C. S. S. Alabama).

LONDON, *July 28, 1862.*

CAPTAIN: You will proceed at once to sea with the brig *Agrippina*, now under your command, and make the best of your way to the bay of

Praya, in the island of Terceira, one of the Azores. Praya is on the east side of the island, and is the best and safest anchorage in the entire group, except Fayal, and being less frequented than this latter place, all supplies are cheaper and you will have less difficulty in transferring the coals and other portions of your cargo to the steamer which will soon follow you, and which will require the greater part of the fuel you have on board for the further prosecution of her voyage. Your experience as a seaman renders it unnecessary to give you especial advice as to the care of your vessel while at sea, and you will of course use all proper precautions in approaching the land, but we have consulted a nautical friend who has been to the island of Terceira, and it may be well to furnish you with his remarks upon the anchorage at Praya and its approach.

The bay of Praya is open to the east and is easy and safe of access, there being no sunken rocks or danger of any kind not visible to the eye. With a leading wind, stand boldly in for the middle of the bight until a small islet off the north point is in range with the point of the mainland of the island itself, then haul up for the lower part of the town, which lies in the northern curve of the bay, and anchor by the lead in 10 or 12 fathoms water. With the wind from the westward you can work in by the lead, standing not quite so far on the southern as on the northern tack, and bring up in 8 fathoms water.

You will be visited, soon after anchoring, by the health officer, to whom you will simply report that you have put in for supplies, and you can enquire from him if you are in the best anchorage, and if not, get a pilot and shift your berth. It is hoped that the steamer will not be far behind you; indeed, you may find her already in the bay. The name of the commander of the steamer is Butcher. He will have a letter to you with authority to take whatever quantity of coal and other articles of your cargo he may require, and we particularly desire you to yield him your best assistance and afford him every facility in your power for effecting his purpose, and you will then proceed to any port he may direct, and land or deliver the balance of your cargo, as may be necessary. In fine, you are to consider all orders from the commander of the steamer as authorized by us, with or without any other letter of advice. If any vessel is at anchor in Praya when you arrive, hoist your number, and should it be your consort, she will stop a white English ensign to the after shroud of the main rigging. If the steamer arrive after you, she will, upon anchoring, make this same signal of the white English ensign in the main rigging, which you will answer with your number, after which you can communicate freely.

Relying with confidence upon your integrity and willingness to carry out our wishes in the prosecution of the voyage you have undertaken, we do not deem it necessary to give you more minute directions in writing, but may find means of communicating with you again before your departure from Praya. Our interests are so deeply involved in the adventure intrusted to your management that we shall fully appreciate your exertions to bring it to a successful termination, and upon your safe return to England, which we confidently anticipate, we shall be happy to make you a tangible acknowledgment for any extra exertions you may make for the satisfactory accomplishment of the voyage.

Captain McQUEEN.

NOTE.—This letter of instructions was drawn up by Captain Bulloch and signed by the registered owners of the *Agrippina*.

Letter from Commander Bulloch, C. S. Navy, to Acting Assistant Paymaster Yonge, ordering him to duty on the C. S. S. Alabama.

LIVERPOOL, *July 28, 1862.*

SIR: You will join the C. S. S. *Alabama*, temporarily under the orders of Captain M. J. Butcher, and proceed in her to sea. The *Alabama* may have to cruise several days in the British Channel and to touch at one or two ports. During this time you are strictly enjoined not to mention that you are in any way connected with the C. S. Navy, but you will simply act as the purser of a private ship. In this capacity you will keep account of all money paid, and you will assist Captain Butcher in any manner he may desire.

You have been provided with an invoice of everything now on board the *Alabama* as well as the cargo shipped on board the brig *Agrippina*, which vessel you will meet at the port to which the *Alabama* is bound.

The invoice of the *Agrippina's* cargo gives the mark and number of every case and bale, the contents of each, and the part of the vessel in which it is stowed. You will endeavor to make yourself fully acquainted with the invoices, and examine the storerooms so that you will be able to give efficient aid in getting everything in its proper place when the transfer of stores is made. When the *Alabama* is fairly at sea you will mix freely with the warrant and petty officers, show interest in their comfort and welfare, and endeavor to excite their interest in the approaching cruise of the ship. Talk to them of the Southern States, and how they are fighting against great odds for only what every Englishman enjoys—liberty. Tell them at the port of destination a distinguished officer of the C. S. Navy will take command of the ship for a cruise in which they will have the most active service and be well taken care of. I do not mean that you are to make the men set speeches or be constantly talking to them, but in your position you may frequently throw out to leading men hints of the above tenor which will be commented upon on the berth deck. Seamen are very impressionable, and can be easily influenced by a little tact and management. When Captain Semmes joins, you will at once report to him and act thereafter under his instructions. He will be a stranger to the ship and crew, and will be in a position of great responsibility and embarrassment. You have it in your power to smooth away some of his difficulties in advance, especially in having all the stores and cargo of the ship in an orderly state and the men settled and well disposed, and I confidently rely upon your exertions to bring about such a state of things.

You will consider yourself as temporarily under the orders of Captain Butcher, in whom I place great confidence, and by strict attention to your duties and the display of zeal and judgment in their execution, you will evince a just appreciation of the trust reposed in you, and will prove that your appointment to so important a post has been deserved.

Wishing you every success, I am, respectfully, your obedient servant,

JAMES D. BULLOCH,
Commander, Confederate Navy.

Acting Assistant Paymaster C. R. YONGE.

Instructions of Commander Bulloch, C. S. Navy, to Captain Butcher, charged with the command of the steamer Enrica* (Alabama) from Liverpool to Terceira.

LIVERPOOL, *July 30, 1862.*

SIR: You will proceed to sea in the steamship *Enrica*,* now under your command, and taking the channel by the north of Ireland will

* *Enrica* was the name under which the *Alabama* left Liverpool.

shape a course for the bay of Praya, in the island of Terceira, one of the Azores. At that place you will be joined by the bark *Agrippina*, Captain McQueen, to whom you have a letter, and who will thenceforth be under your orders. As the *Agrippina* is a sailing vessel and may not be at the place of rendezvous for a fortnight, it will not be necessary for you to arrive ahead of her, and you will therefore economize your fuel as much as possible, making the passage mostly under canvas. You have been informed of the manner of signalizing the *Agrippina*, and when she joins you, if the weather permits, you will at once begin to transfer her cargo to your own ship. The paymaster has an invoice of her cargo, showing the contents of every case and bale, so that there can be no confusion or delay. All slops, clothing, and other articles you will please take on board first, and have placed in the purser's store room, directing the paymaster to issue such of them as may be immediately required by the men. Get the gun carriages out of their cases and place them in their proper places, the carriage for 8-inch gun on the quarter-deck, and the one for the 7-inch gun immediately forward of the bridge. The carriages for the broadside guns place opposite the side ports. The cases containing the guns, being filled with small fixtures and equipments, had better be left as you find them until the Confederate States officer who is to command the ship arrives. The cases containing the shot can be opened and the shot put in the racks on deck, each rack being so fitted as to receive its proper shot. The shells you will place in the shell room, each in its proper box, the spherical shells in the starboard and the elongated shells in the port shell rooms. The pistols are in four small cases made so that two of them will fit into each of the arm chests on the quarter-deck. Put these in the chests as soon as you get them on board. If you have any doubt about the contents of any case keep it until the arrival of your successor in command. Fill the bunkers from the coal on board the *Agrippina* and keep both vessels ready for a start at short notice. Captain R. Semmes, of the C. S. Navy, is the officer who will I hope very soon relieve you. He will bring you a letter from me, and thereafter you will consider that all my control or authority over the ship is transferred to him.

My private and official intercourse with you has been such as to give me a high estimate of your personal character and professional ability, and as we have freely conversed as to the management of the adventure you have undertaken, I do not deem it necessary to give you written instructions as to the simple care of the ship. You are to consider yourself as my confidential agent, and I shall rely upon you as one gentleman may upon another. If you have an opportunity at any time, send me a line, and get out of the reach of the telegraphic stations as soon as possible. I do not anticipate that you will meet with any interruption in making the transfer of cargo, but an easterly gale may force you to get the *Agrippina* out of the Praya Bay, in which case you can tow her under the lee of the island and lie by her until the weather permits you to return. In such a contingency, leave a letter with her Majesty's consul, directed to Captain J. W. Clendenin, saying where you have gone, and that you will soon be back. It is important that your movements should not be reported, and you will please avoid speaking or signaling any passing ship. Wishing you a successful cruise and hoping to see you soon in good health,

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH,
Commander, Confederate Navy.

Captain M. J. BUTCHER.

Letter from Commander Bulloch, C. S. Navy, to the Secretary of the Navy, announcing the departure of the steamer Enrica (Alabama) from Liverpool.

LIVERPOOL, *August 3, 1862.*

SIR: For the last fortnight the United States officials in this country have used every possible means of inducing the British authorities to seize, or at least to forbid the sailing of, the *Alabama*. Spies were employed to watch the ship while lying in a private dockyard, and men were at last bribed to make affidavit that they had actually been enlisted by me to serve in the C. S. Navy. This charge, although perfectly unfounded, for I had been very cautious not to violate any English law, gave me much uneasiness, and learning on Tuesday last from a very reliable source that the Government might not be able to resist much longer the importunities of the American minister, I determined to get the ship out of British waters, and therefore went to sea in her myself, very unexpectedly, on Wednesday night. The *Tuscarora* was known to be on the lookout, but favored by thick weather, which enabled me to get quickly clear of stations from which our movements could be telegraphed, she was dodged, and I have just returned to this place, having left the *Alabama* well clear of the Irish coast, while the *Tuscarora* still remains on the lookout off Queenstown, as the telegraph reports.

I have but a moment to mention this fact as the Nassau closed mail leaves, or rather closes in an hour, but will give you full particulars by the first opportunity. I am in receipt of a letter from Captain Semmes, and from its contents hope to see him here in a day or two. I will have every arrangement made to dispatch himself and officers without delay to join their ship. Lieutenant Sinclair has handed me your instructions to assist him in building a wooden screw vessel. I have already given him the contract and plans from which the *Alabama* was built, and will give him every possible aid, but all the funds in my hands are fully pledged, and I shall not have it in my power to furnish him pecuniary aid until after the receipt of large remittances. I will barely allude here to my great disappointment at not commanding the ship to which I have given so much care, but I shall not let this cause me to relax my efforts to get the rams ready in the shortest time and in the best manner. Only I beg very respectfully that I may be left to carry out my plans without interference, and that I be allowed to use one of them myself against the enemy. I shall not be able to resist the inclination to write you at some length on this point hereafter. At present I am much fatigued from late exposure and several sleepless nights, and have barely time to scrawl these hurried lines for the mail. The Nassau mail is safe even though it passes through New York, and letters can be forwarded from Nassau by private hands through the agent of Messrs. Jno. Fraser & Co.

In great haste, I am, very respectfully, your obedient servant.

JAMES D. BULLOCH.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Commander Bulloch, C. S. Navy, to Hon. J. M. Mason, C. S. commissioner at London, announcing the equipment and departure of the C. S. S. Alabama from Liverpool.

LIVERPOOL, *September 1, 1862.*

SIR: I seize the very moment of landing from the steamship *Bahama* to inform you of my return to this place, and I am sure you will sympathize with me in the satisfaction of knowing that the *Alabama* is

safely at sea, fully equipped under our own national flag, and with a crew of 82 able seamen, besides a staff of 27 officers.

You will remember that I informed you of my intention to go with Captain Semmes to the rendezvous I had previously selected and to which the *Alabama* had been dispatched, as also a vessel from another port, with her armament and ordnance stores. In this hasty letter I can only say that these combined movements were all successful. The little fleet met at Terceira, and three days of hard but brisk and cheerful work sufficed to put the *Alabama* in fighting trim. You can imagine the glow of pleasure with which Captain Semmes and myself greeted the first wave of our flag from the peak of the gallant craft and the satisfaction we felt in the assurance that arms as well as willing hearts were ready to defend it. On Sunday before last, at midnight, I bade Captain Semmes farewell, with an earnest prayer for his success and full confidence in his will and capacity to earn it. You will not be long in hearing of his movements.

Before parting Captain Semmes desired me to communicate with you in reference to the sale of the *Sumter*, and I shall hold myself at your service for such a purpose. Please instruct me as to your views or wishes. Would the British Government allow the sale to be made at Gibraltar if a guarantee were given that the transfer of property would be final and bona fide and the ship would not be used except for purely commercial purposes? It would be necessary to know this, as a preliminary slip [step] in the transaction. If you conclude to authorize the sale, and the Government does not interfere, I will proceed at once to carry out Captain Semmes' views.

In haste, I have the honor to be, very respectfully, your obedient servant,

JAMES D. BULLOCH,
Commander, C. S. Navy.

HON. JAMES M. MASON.

Report of Commander Bulloch, C. S. Navy, of the safe equipment and departure from Terceira of the C. S. S. Alabama, under the command of Captain Semmes, C. S. Navy.

LIVERPOOL, *September 10, 1862.*

SIR: I have the honor to report my return to England after a short cruise to the Western Islands, where I had gone with Captain Semmes to see him fairly afloat in the *Alabama*. You have been already informed that I had taken the *Alabama* out of British waters and, leaving her off the northwest coast of Ireland, had returned to Liverpool to prepare a ship for the conveyance of Captain Semmes and his officers, as soon as they arrived. The battery and ordnance stores, with a quantity of men's clothing and general supplies for a cruising ship, with 250 tons of coal from another part of the Kingdom, were dispatched in a sailing vessel, bought for the purpose, and the two ships were ordered to rendezvous at Praya, in the island of Terceira.

Captain Semmes arrived from Nassau about the 8th of August, and on the 13th I sailed in the steamship *Bahama*, with him and all his officers, for the previously selected rendezvous. In seven days the *Bahama* reached Praya, and we had the satisfaction of finding the *Alabama* and her consort at anchor in the bay. It was now Wednesday, August 20, and no time was lost in commencing the transfer of stores from the tender to the *Alabama*. Benignly favored by Providence with mild, calm weather, we met with no interruption, and the work progressed so

briskly that at 10 a. m. on Friday, the 22d, the last gun of the battery was mounted, the powder and shell all in and stowed, shot in their proper racks, and, in fine, the tender was discharged. The remainder of Friday and the whole of Saturday until 10 p. m. was occupied in coaling, at which time the main brace was spliced and the hammocks piped down, the *Alabama*, so far at least as related to her equipment, being ready for action.

On Sunday morning the *Alabama* and *Bahama* steamed slowly off the land, and when beyond the marine league, which was covered by the jurisdiction of Portugal, our own national colors were hoisted for the first time at the *Alabama's* peak, welcomed by three cheers from the united crews of both vessels. Now came the affair of shipping the men formally for the Confederate States service, making out their allotment tickets, arranging their accounts, etc. This could be done leisurely, for we were on the high seas, beyond the reach of foreign enlistment acts and neutrality proclamations, the most annoying foes we have to contend with on this side of the Atlantic. By 12 o'clock at night all these matters were arranged, the two steamers stopped their engines, and bidding Captain Semmes a cordial adieu, with heartfelt prayers for his success, I stepped over the *Alabama's* side with feelings very much akin to those which oppress a man when he leaves his home behind him. The heavens were brilliant with stars, a blazing comet illuminated the sky to the northwest, the lanterns of the *Alabama* gleamed brightly as she rose and fell to the sea, the signs were all favorably ominous, and, banishing every sentiment but hope, I predicted a glorious cruise for the dashing little craft and her gallant commander. Commander Semmes has written you enclosing crew list, etc., and for further information I beg to refer you to his report.

The *Tuscarora* has been in the British Channel for more than two months, waiting to intercept the *Alabama* when she attempted to move. Means were adopted to mislead Captain Craven, who, I must say, has proved himself a very credulous officer, as well as a very rude man. He went prying about in the harbors and bays of the Irish and English coast long after the *Alabama* was fairly off, until he was flatly refused permission to coal at Belfast and was compelled to go to Cadiz for fuel. If Captain Craven continues to be curious in reference to the *Alabama's* movements, he will, I think, very soon be gratified by frequent announcements of her locality.

* * * * * *

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH,
Commander, C. S. Navy.

Hon. S. R. MALLORY,
Secretary of the Navy.

Letter from Commander Bulloch, C. S. Navy, to Hon. J. M. Mason, C. S. commissioner at London, giving account of the equipment and departure from Liverpool of the C. S. S. Alabama, Commander Semmes, C. S. Navy.

LIVERPOOL, *December 30, 1862.*

DEAR SIR: I am in receipt of your letter of yesterday, and hasten to reply to your enquiries seriatim.

1. Captain Semmes went on board the *Alabama*, for the first time, in the Bay of Angra, island of Terceira, on, I think, the 20th of August, 1862, but did not assume command of her until August 24, the ship then being at sea, off the island of Terceira.

2. When the *Alabama* left Liverpool she had no part of her armament on board, no ordnance stores, no military equipment.

3. When the *Alabama* left Liverpool she had not more than 30 men on board, a number not sufficient to manage a steam vessel of her class bound upon a tropical voyage.

4. Additions were made to the *Alabama's* crew after leaving England; the men were put on board at sea, off the island of Terceira.

5. The *Alabama* received her armament between the 20th and 24th of August, 1862.

6. The transfer of the *Alabama* to the Confederate States, as property, was made on the 24th of August, 1862.

7. Captain Semmes was ordered by the honorable Secretary of the Navy to the command of the *Alabama*.

8. Putting a ship in commission consists in hoisting the national flag and the pennant, which latter represents the commander's dignity or authority, on a foreign station. It is usual to read the orders of the captain to the particular ship. In the case of Captain Semmes, both these formalities were complied with, and his commission as a commander in the C. S. Navy was also read to the men assembled on the quarter-deck. After this the men were released from their engagement as a crew for the *Enrica* and were asked to ship for her on the C. S. S. *Alabama*. This took place on the 24th of August, 1862, at sea, more than a marine league from the island of Terceira. *Enrica* was the name by which the *Alabama* was christened; *290* was simply her number in the building yard. I write the dates from memory, but can verify them if necessary by reference to my notes, kept at the times of the various occurrences mentioned. I have telegraphic advice that the *Sumter* has been sold, but no particulars. I suppose Lieutenant Chapman will soon be here, when I will furnish you with a statement of the result of her sale.

In haste to secure this evening's mail,

I am, very respectfully, your obedient servant,

JAMES D. BULLOCH.

Hon. JAMES M. MASON.

Report of Commander Semmes, C. S. Navy, commanding C. S. S. Alabama, of the cruise of that vessel from August 24, 1862, to January 4, 1863.

C. S. S. ALABAMA,

Arcas [Cay] Island, Gulf of Mexico, January 4, 1863.

SIR: I have the honor to inform you that since the date of my last dispatch (August 24, 1862) I have been actively cruising in this ship against the enemy's commerce. Upon leaving Terceira, I devoted a few days to putting my ship in order, stationing and drilling my crew, who, though mostly good seamen, were new to the discipline, etc., of a ship of war. On the 5th of September, 1862, I made my first prize off the Azores, and I continued to cruise in that vicinity for about ten days, capturing and destroying several ships of the enemy. From the Azores I proceeded to the Banks of Newfoundland, and cruised thence in the direction of New York, capturing and destroying several other valuable ships. Off the banks, on the 16th of October, I encountered a hurricane, which blew away a close-reefed main-topsail and carried away my main yard. When within about 250 miles of New York, finding that I had but four days' coal on board, I bore up for the

island of Martinique, whither I had ordered my coal ship to rendezvous. On my way to that island I captured and destroyed two very valuable ships. I reached Martinique on the 18th of November, and finding that my coal ship had been lying there a week or ten days and that the object of her visit was well known, I sent her to sea the next day, appointing a new rendezvous. It was well I did so, as she had not been gone twenty-four hours when the U. S. steam frigate *San Jacinto* arrived. On the evening of the day of the arrival of that ship, being ready to follow my coal ship to her new rendezvous, I steamed out of the harbor soon after nightfall, without even seeing the enemy, who was keeping watch and ward a marine league off.

I coaled at the little island of Blanquilla, on the coast of Venezuela, the new rendezvous appointed. Here I found a United States whaling schooner, but I forebore to capture her, because of the claim of Venezuela to this barren little island, a claim as barren as the island, as there was no settled population upon it, and of course no vestige of government. Desiring to strike a blow at the enemy on our own coast, I sent the coal ship to this place and proceeded myself to cruise off the east end of Cuba, in the track of the California steamers, with the hope of capturing one of the homeward bound, with treasure, intending when this short cruise should be completed to follow the coal ship hither, recoal, and proceed to carry out my original intention against the enemy. On my way to the east end of Cuba, I captured and destroyed a bark from Boston for Aux Cayes, and on the 7th of December, after I had been lying off Cape Maise [Maysi] several days, I captured the California steamer *Ariel*, unfortunately outward instead of homeward bound. I found on board of her $8,000 in U. S. Treasury notes (not worth much by this time, I presume) and $1,500 in silver, and as there was no certificate or other paper on board claiming it as neutral property, I took possession of it as prize of war. There were 150 marines on board this ship, including six officers, all of whom I disarmed and paroled. I also paroled Commander Sartori, of the U. S. Navy, who was on board. As this ship had on board some 700 souls (passengers and crew), many of whom were women and children, and as it was alike impossible to take her into a neutral port or to receive the passengers on board this ship, I had no alternative but to release her under ransom bonds, which I did on the 9th of December. After having hove to on the north side of Jamaica out of the track of vessels for three days, for the purpose of repairing my engine, to which an accident had happened which completely disabled it for the time, I filled away and made sail for this place, where I arrived on the 23d of December. I shall proceed to sea to-night or to-morrow morning, having replenished my coal, calked my spar deck, which had become very open, and otherwise refitted my ship. The coal ship I will dispatch for England so soon as she is ballasted. The *Alabama* has proved herself to be a fine ship, and is fast both under sail and steam. I have nearly a full crew, and they are pretty well drilled. I forbear to speak of my contemplated movements lest my dispatch should fall into the hands of the enemy. As soon as I run the gauntlet of the gulf, I will proceed to carry out your original suggestions as to the nature of my cruise.

I enclose a list of vessels captured. I trust I need not assure you that I will pay the strictest regard to your orders respecting neutral property, and that in no instance have I destroyed a ship where the proof was complete that her cargo was neutral. There have been some awkward attempts on the part of unscrupulous merchants to "cover" their property, and where I have destroyed such property the proof of

the fraud has been apparent upon the papers. The number of prisoners paroled is 492.

I have the honor to be, very respectfully, your obedient servant,

[R. SEMMES],
Commander.

Hon. S. R. MALLORY,
Secretary of the Navy, Richmond, Va.

[Enclosure.]

List of vessels captured by C. S. S. Alabama.

Name.	Date.	Disposition.	Name.	Date.	Disposition.
	1862.			1862.	
Ocmulgee	Sept. 5	Burned.	Manchester	Oct. 11	Burned.
Starlight	Sept. 7	Do.	Lamplighter	Oct. 15	Do.
Ocean Rover	Sept. 8	Do.	Lafayette	Oct. 23	Do.
Alert	Sept. 9	Do.	Crenshaw	Oct. 26	Do.
Weather Gauge	Sept. 9	Do.	Lauraetta	Oct. 28	Do.
Altamaha	Sept. 13	Do.	Baron de Castine	Oct. 29	Released under bond and made a cartel.
Benj. Tucker	Sept. 14	Do.			
Courser	Sept. 16	Do.			
Virginia	Sept. 17	Do.	Levi Starbuck	Nov. 2	Burned.
Elisha Dunbar	Sept. 18	Do.	T. B. Wales	Nov. 8	Do.
Brilliant	Oct. 3	Do.	Parker Cook	Nov. 30	Do.
Emily Farnum	Oct. 3	Neutral cargo; released as a cartel.	Union	Dec. 5	Neutral cargo; released on bond.
			Ariel	Dec. 7	Released on ransom bond.
Wave Crest	Oct. 7	Burned.			
Dunkirk	Oct. 7	Do.			
Tonawanda	Oct. 9	Converted into a cartel and released on ransom bond.			

Ransom bond of the ship Tonawanda, of Philadelphia, captured by the C. S. S. Alabama, Commander Semmes, C. S. Navy, commanding, October 9, 1862.

Know all men by these presents, that whereas the American ship *Tonawanda*, of Philadelphia, of which Thomas P. Cope and Francis R. Cope are the owners, together with her cargo, consisting of 47,500 bushels of wheat, etc., of which the said Thomas P. Cope and Francis R. Cope are the shippers and owners, under my command, was this day captured on the high seas by the C. S. S. *Alabama*, R. Semmes, commander; and whereas I, as the master of the said ship, am anxious to ransom the said ship and cargo for the benefit of the owners: Now, therefore, in consideration of the release of said ship and cargo by the said R. Semmes, the release whereof is hereby acknowledged, I am held and firmly bound, and I do hereby bind the said Thomas P. Cope and Francis R. Cope, owners of the aforesaid ship and cargo, their and my heirs, executors, and assigns, well and truly to pay unto the President of the Confederate States of America for the time being, at the conclusion of the present war between the said Confederate States and the United States, the sum of $80,000, current money of the said Confederate States, and the said ship *Tonawanda*, her tackle and apparel, are hereby mortgaged for the payment of this bond.

Done under my hand and seal this, the 9th day of October, in the year of our Lord 1862.

THEODORE JULIUS. [SEAL.]

Witness:
W. B. SMITH,
Commander's Clerk.

Ransom bond of the brigantine Baron de Castine, captured by the C. S. S. Alabama, Commander Semmes, C. S. Navy, October 29, 1862.

Know all men by these presents, that whereas the brigantine *Baron de Castine*, of Castine, Me., under my command, together with her cargo, was this day captured on the high seas as prize of war by the C. S. steamer of war *Alabama*, R. Semmes, commander; and whereas I, John Saunders, master of said brigantine, am desirous of ransoming said brigantine and cargo for the benefit of all concerned: Now, therefore, I, John Saunders, master as aforesaid, do acknowledge myself bound, jointly and severally with the owners of the said brig, to wit, Charles E. Jarvis, John H. Jarvis, Sarah E. Jarvis, Francis M. Jarvis, Mark H. Lufkin, A. S. C. Devereux, and Henry J. Lufkin, to the President of the Confederate States of America, in the sum of $4,000, to be well and truly paid to the President of the said Confederate States within thirty days after the close of the present war, for and in consideration of the release of the said brigantine *Baron de Castine*, the release whereof is hereby acknowledged; and I do hereby further bind myself, B. B. Farnsworth & Co., of Bangor, Me., and M. Ceballos, of the city of New York, to pay unto the President of the said Confederate States the further sum of $2,000 in consideration of the release of the cargo of the said brigantine, the release whereof is hereby acknowledged.

Executed this, the 29th day of October, in the year 1862, on board the C. S. S. *Alabama*, at sea.

JOHN SAUNDERS. [SEAL.]

Witness:
W. B. SMITH,
Commander's Clerk.

Ransom bond of the schooner Union, of Baltimore, captured by the C. S. S. Alabama, Commander Semmes, C. S. Navy, December 5, 1862.

Know all men by these presents, that whereas the schooner *Union*, of Baltimore, Md., under my command, was this day captured on the high seas as prize of war by the C. S. steamer of war *Alabama*, R. Semmes, commander; and whereas I, J. H. Young, master of said schooner, as aforesaid, am desirous of ransoming said schooner for the benefit of myself and of the owners thereof, to wit, John H. Lambdin, Robert P. Lambdin, Thos. J. Lambdin, Thos. E. Waddy, citizens of the United States: Now, therefore, I, J. H. Young, master of the said schooner as aforesaid, acting for myself and for the above-named owners, as I am empowered to do by the laws of nations, for and in consideration of the release of said schooner by the captor, the release whereof is hereby acknowledged, do acknowledge myself and the aforesaid owners, to wit, John H. Lambdin, Robert P. Lambdin, Thos. J. Lambdin, and Thos. E. Waddy, citizens of the United States, jointly and severally indebted to the President of the Confederate States of America, and his successor and his successors in office, in the sum of $1,500, which said sum of $1,500 well and truly to pay unto the President of the Confederate States of America, his successor and successors in office, within thirty days after the conclusion of the present war between the said Confederate States and the United States, I hereby bind myself and the above-named owners, jointly and severally, and my and their heirs, executors,

administrators, and assigns, and I do hereby hypothecate the said schooner, her tackle and apparel, for the payment of this bond.

Done at sea, under my hand and seal, on this, the 5th day of December, in the year of our Lord 1862.

JOSEPH H. YOUNG. [SEAL.]

Witness:
W. B. SMITH,
Commander's Clerk.

Ransom bond of the U. S. mail steamer Ariel, of New York, captured by the C. S. S. Alabama, Commander Semmes, C. S. Navy, December 9, 1862.

Know all men by these presents, that whereas the U. S. mail steamer *Ariel*, of New York City, under my command, together with her cargo, was on or about the 7th day of December, 1862, captured on the high seas as prize of war by the C. S. steamer of war *Alabama*, R. Semmes, commander; and whereas I, A. G. Jones, master of said steamer as aforesaid, am desirous of ransoming said steamer and cargo, and all freight moneys, for the benefit of myself and of the owner thereof, to wit, Cornelius Vanderbilt, of New York, owner of the steamer, and for the benefit of the different owners of the cargo, whose names appear in the bills of lading and duplicate manifest hereunto annexed, and marked respectively A and B: Now, therefore, I, A. G. Jones, master of the said steamer as aforesaid, acting for myself and for the above-mentioned owner, as I am empowered to do by the laws of nations, for and in consideration of the release of said steamer and cargo by the captor, the release whereof is hereby acknowledged, do acknowledge myself and the aforesaid owner, to wit, Cornelius Vanderbilt, of New York, owner of the steamer, and the different owners of the cargo, whose names appear in the bills of lading and duplicate manifest, hereunto annexed and marked respectively A and B, jointly and severally indebted to the President of the Confederate States of America, and his successor and successors in office, in the sum of $138,000, being the value of the steamer and freight money, and in the further sum of $123,000, being the value of the cargo, which said sum of $138,000, being the value of the steamer and freight money, and $123,000 being the value of her cargo, well and truly to pay unto the President of the Confederate States of America, his successor and successors in office, within thirty days after the conclusion of the present war between the said Confederate States and the United States, I hereby bind myself and the above-named owner, jointly and severally, and my and his heirs, executors, administrators, and assigns, and I do hereby hypothecate the said steamer *Ariel*, her tackle and apparel, together with her cargo, for the payment of this bond.

Executed under my hand and seal on this, the 9th day of December, in the year of our Lord 1862, on board the C. S. steamer of war *Alabama*.

A. G. JONES. [SEAL.]

Witnessed by
W. B. SMITH,
Commander's Clerk.

Deposition of Captain A. G. Jones, of the U. S. mail steamer Ariel.

Question. What is the name of your vessel?

Answer. U. S. mail steamer *Ariel*, of New York.

Question. What is your own name?

Answer. A. G. Jones.

Question. Where are you bound, and where from?

Answer. From New York, bound to Aspinwall.

Question. What are you loaded with?

Answer. Assorted cargo.

Question. Who are the shippers of your cargo?

Answer. Wells, Fargo & Co., and the Vanderbilt Express Company.

Question. Who are the owners of your cargo?

Answer. No personal knowledge.

A. G. JONES.

Witnessed by
W. B. SMITH,
Commander's Clerk.

C. S. S. ALABAMA, *at Sea, December 7, 1862.*

Extracts from the journal of Commander Semmes, commanding the C. S. S. Alabama, August 20, 1862, to January 4, 1863.

Cost of the C. S. S. Alabama.

Hull, spars, sails, boats, anchors, cables, and all equipment, except armament	£47,500
Battery	2,500
Magazine tanks	616
Ordnance stores	500
Small arms	600
Total	51,716

£51,716 at $4.84 = $250,305.44.

Wednesday, August 20, 1862.—Having embarked on board the steamer *Bahama*, Captain Tessier, belonging to the house of Fraser, Trenholm & Co., with my officers and some seamen whom we shipped for a feigned voyage, and whom we hoped to reenlist for the *Alabama*, I sailed from Liverpool on the morning of Wednesday, August 13, joining the ship in a steam tug, she having dropped down toward the mouth of the Mersey a few hours before. Commander Bulloch, who had contracted for the building of the *Alabama*, her armament, equipment, etc., embarked with me. As the tug left us to return to the city, the crew gave us three hearty cheers, which we responded to.

After a passage of seven days, on the morning of the 20th of August we made the island of Terceira, and soon afterwards the port of Praya, at the east end of the island, our appointed rendezvous. As we approached the port we looked with eager eyes for the *Alabama* and her consort, the *Agrippina*, which had been dispatched to her from London with her armament. Greatly to our satisfaction we soon discovered the spars and then the hulls of both vessels lying snugly in the bay, and apparently in contact, indicating the transshipment of the battery, etc. At about 11:30 a. m. we steamed into the harbor, and were immediately boarded by Captain Butcher, of the *Alabama*, who reported that he had already gotten on board from the bark all the heavy guns, and many of the paymaster's stores, etc. As this harbor

is open to the east, and as the wind was blowing from the N. E., driving a considerable swell in, which [caused] the two vessels to lie very uneasily alongside of each other, I gave orders that they should both follow me to the bay of Angra, where we all anchored about 4 p. m. Hauled the two steamers alongside, and commenced discharging the two additional guns, etc., that I had brought with me in the *Bahama*. After having shown the *Alabama* to the seamen I had on board the *Bahama* (numbering 37), I addressed them, telling them that they were released from the contract they had entered into in Liverpool and were now perfectly free to dispose of themselves, and that I invited them to enter with me on board the *Alabama*. I spoke of the war, explained to them the objects of my contemplated cruise, and the inducements held out to them of prize money, etc. That afternoon about one-half the number shipped; the others hung back, perhaps for better terms. There are, perhaps, some sea lawyers among them influencing their determination.

I moved my baggage on board and slept my first night on board my new ship. Warned by the authorities that West Angra was not a port of entry and that we must move round to East Angra.

Thursday, August 21.—Clear, fine weather. I am charmed with the appearance of Terceira. Every square foot of the island seems to be under the most elaborate cultivation—the little fields divided by hedge rows of what appears to be sugar cane. The white one-storied houses are dotted thickly among all this cultivation, giving evidence of great populousness in this primitive paradise, so far removed away from the world, and so little resorted to by commerce.

Wind inclined to haul to the S. E., which will open us to the sea again; and I am of course quite anxious. Received a letter (or rather Captain Butcher, who is still the nominal commander of the ship, did) from the English consul, informing us that the authorities still insisted upon our going round to East Angra. Replied that we had come in to receive coal from the bark in our company, etc., and that as the day seemed fine, and we should probably have a good lee for the purpose, I would go to sea, without the marine league, for the purpose. I knew they suspected me of arming as well as coaling, and hence I resorted to this step to quiet their apprehensions of my infringing their neutrality. Stood along the island—the *Bahama* in company and the bark alongside—and hoisted out the gun carriages and mounted as many of the guns as we could. Returned during the afternoon, and after nightfall anchored in East Angra with the bark still alongside. We were hailed very vociferously as we passed, in very bad English or Portuguese, we could not make out, and a shot was fired at us. The *Bahama*, which was following us, hauled off and stood off and on during the night. We continued our course and anchored at about 8:30 p. m. Near midnight I was aroused from a deep sleep into which I had fallen after the fatigue and excitement of the day, and informed by the officer of the deck very coolly that the man-of-war schooner was firing into me. As I knew they did not dare to fire into me, but were only firing at me, perhaps to alarm me into going out of the harbor, I directed the officer to take no notice of the proceeding. In the morning we learned that this was a false alarm, and that the firing had been by the mail steamer, to bring on board her passengers. Had a talk with the old boatswain's mate, who consented to go with me, and to use his influence to bring over to me all the good men he could influence.

Friday, August 22.—Cloudy, with wind from the S. W., promising us a smooth bay for our work. Called all hands at 6 a. m. and commenced

coaling. At 7 a number of custom-house officers and the English consul came on board. Our coaling was suspended until the two ships could be entered at the custom-house. We lost a couple of hours by this visit, but I was gratified to learn, as the result of it, that we might remain quietly and continue our coaling, etc. We got the remaining guns in to position; got up and loaded some of the rifles, opened a barrel of cartridges for the big guns, and made sundry other hasty preparations for defense in case any attempts should be made to seize the ship. Weather very warm. At 11:30 signaled the *Bahama* and brought her in to her anchors. Toward night the weather became rainy, and considerable sea setting into the harbor we shoved the bark off to an anchor, and during the night she having dragged her anchor we were obliged to send a party on board to let go another to prevent her from dragging on shore.

There was quite a row this evening on board the bark, resulting in a general fight, the vagabonds of sailors having got drunk by some means or other.

Saturday, August 23.—Morning cloudy and rainy. We were unable to get the bark alongside, so as to continue coaling, before 9 a. m.; still we are hurrying the operation, and hope to be able to get through by night. We have all sorts of characters on board, but the crew is working quite willingly, now and then a drunken or a lazy vagabond turning up. The sharp fellows, thinking I am dependent upon them for a crew, are holding back and trying to drive a hard bargain with me. Getting the battery to rights and calking the screw well, which leaks badly when she is underway. Made some acting appointments to fill up my officers. Received on board a fine supply of fresh provisions and vegetables for the crew. In this beautiful island all the fruits of the temperate and many of the torrid zone are produced; fine apples, pears, plums, and melons came off to us.

Sunday, August 24.—We finished coaling yesterday, except 7 or 8 tons, by working until 9 p. m., when the men were fairly fagged out. Hauled the bark off and resolved to go out with what coal I had on board, as to finish entirely would involve a delay of Sunday, to-day. This morning we cleared the deck of the coal that was still lying upon it, and washed down, and at 12 o'clock we got up steam and went to sea, in company with the *Bahama*. Having got some 4 or 5 miles from Angra we fired the starboard bow gun, hauled down the English and hoisted our own ensign, which we saluted with our small band by playing Dixie. The *Bahama* cheered, and fired a gun, and our men returned the cheer with hearty good will. I then had all hands sent aft on the quarter-deck and addressed them, as I had done the men on board the *Bahama*, inviting them to ship with me for the cruise. As may be supposed, I was very nervous about the success of this operation, as the management of the ship at sea absolutely depended upon it. I was obliged to accede to the terms proposed by the men, and increase the pay of seamen to £4 10*s.*, and petty officers to £5 and £6, and firemen to £7. I was glad to get them even upon these terms, as I was afraid a large bounty in addition would be demanded of me. I got a crew, all told, of eighty men, better than I expected, but not so many by twenty-five as I wanted. The modern sailor has greatly changed in character, as he now stickles for pay like a sharper, and seems to have lost his former love of adventure and of recklessness.

I had a hard evening's work, assisted by my paymaster and clerk in preparing allotments to be sent to the sailors' wives, sending small drafts for them to Liverpool, and paying their advance wages. At last we

got through about 11 o'clock and Captain Bulloch and Captain Butcher left me, and the *Bahama* steamed away for Liverpool. We kept the ship N. E., set the fore and main trysails, and let the fires go down. I turned into an uneasy bed, absolutely worn out, and to make me still more uncomfortable, it began to blow a moderate gale of wind, and the ship rolled and tumbled at a great rate during the entire night.

Monday, August 25.—We are still rolling and tumbling about in one of those ugly seaways that are so common in the North Atlantic. Everything is in confusion, and everybody uncomfortable. The ship is very dirty below, nobody berthed or messed, spare shot boxes and other heavy articles fetching away, and the ship leaking considerably through her top works, which, having been calked in England in the winter, have become open under a summer's sun in the Azores. Pump, pump. I hoped I had gotten rid of the eternal clanking of the pump when I laid the *Sumter* up. Still standing to the N. E. under trysails, and the wind still blowing, with a heavy sea. I am trying to get a little sleep, so as to quiet my worn nerves. Latitude, 39° 15′ 30″; longitude, 26° 30′. The first lieutenant is trying to bring order out of chaos, in getting his crew into shape.

Tuesday, August 26.—A fine, clear day, but with much of the sea of the late blow still continuing. Set the topsails and topgallant sails. In the afternoon got the propeller out of the water. Latitude, 39° 39′; longitude, 26° 07′.

Wednesday, August 27.—Morning and most of the day fine. Weather clouding, with light rain in the afternoon. Ship proves to be a fine sailer under canvas. Condensing water, and everybody busy getting the ship to rights; passing extra shot below, stowing the magazine, cleaning up, etc. At daylight made a steamer on the weather bow, passing to the northward and eastward, probably for the coast of England. A brig passed astern of us also at a great distance. Latitude, 39° 59′; longitude, 24° 34′.

Thursday, August 28.—A fine, clear day, with a smooth sea, greatly favoring our preparations of the battery and other fittings. Finished overhauling and stowing the magazine, commenced putting down the circles for the pivot guns. We are still quite defenseless, however. Two or three days more of fine weather will set us all right—that is, as right as we can be with a short crew. Latitude, 39° 58′ 20″; longitude, 21° 30′.

Friday, August 29.—A fine, clear day, with a light breeze from the southward and westward, and a smooth sea. We have done a pretty good day's work to-day, having nearly completed putting down the sweeps for the two pivot guns. Soon after daylight a sail was reported on the starboard bow, which proved to be a brig. Kept away a point for her, and toward night approached her within 5 or 6 miles. Showed Spanish colors, to which she did not respond, and fired a blank cartridge from the starboard bow gun. But as she did not appear to be an American, and as I was anxious to haul by the wind to make my way to the westward, I did not continue the chase after dark. Latitude, 38° 56′ 45″; longitude, 19° 23′.

Saturday, August 30.—Morning clear, clouding as the day advanced, with the wind freshening from the northward and westward. In the afternoon a schooner passed us to windward steering to the eastward. Gave chase to a brig which proved to be French. Standing to the westward during the night under topsails; some sea on. Finished putting down the bearings for the pivot guns, and stationed and mustered the crew at quarters. We find that we have just men enough

to fight the guns by putting six of the junior officers at the rifled gun to make out its crew. Latitude, 37° 23′ 16″; longitude, 19° 06′ 05″.

Sunday, August 31.—Cloudy weather, with a fresh breeze from the northward and eastward, and a heavy sea. In the early forenoon ran down and showed French colors to a Portuguese brig. The men were permitted to rest to-day from their labors. Running westward under topsails. At midnight brought by the wind on the port tack. No observation. Latitude, by account, 36° 23′; longitude at 4 p. m., 21° 54′.

Monday, September 1.—Clear and cloudy by turns, with occasional sprinkles of rain. Wind fresh from the eastward and some sea running. Engaged finishing the fittings of the battery and in getting some of the accumulated dirt off the decks and bulwarks. Lying to under topsails. At 3 p. m. filled away and stood N. W. Latitude, 35° 33′; longitude, 22° 17′ 45″.

Tuesday, September 2.—Clear and cloudy by turns, with the wind from the eastward. At 10:30 sent a boat on board the French bark *Foy*, of Nantes, bound from the East Indies to Bordeaux. Suspended the chief engineer for disobedience of orders and improper language to the first lieutenant. Engineers in general seem to think that they have a sort of separate command, and that they are, to some extent, independent of the first lieutenant; and it gives some little trouble in the commencement of a cruise to disabuse them of this idea. Backing out the extra breeching bolts for the broadside guns that interfere with the running out of these guns. Our battery is not yet in a condition for effective use, although we have been at work at it now nine days. We are fortunate in not having met an enemy in this state of unpreparedness. Evening rainy and squally. Shortened sail to topsails. Latitude, 35° 29′; longitude, 24° 22′, 3 p. m.

Wednesday, September 3.—Cloudy and clear by turns, with a moderate breeze from the northward and eastward. To-day we exercised our guns for the first time—that is to say, the pivot guns, the broadside guns not being yet ready. Got up some rifled shell to fill, but were prevented by appearance of rain. Shortened sail to topsails at 10:30 p. m. Latitude, 36° 16′; longitude, 25° 56′.

Thursday, September 4.—A fine clear day, with a steady breeze from the eastward. Exercised the crew at all the guns except the two bow guns, which are not quite ready. Filled a number of shells for both the pivot guns. In the afternoon made Pico and Fayal. No sail seen for the last two days. Reduced sail to topsails at nightfall. Latitude, 37° 22′ 39″; longitude, 28° 08′ 15″; barometer, 30.5, higher than I recollect ever to have noticed it before. We are sensibly changing the temperature.

Friday, September 5.—Cloudy, with the wind light from the eastward. Soon after daylight gave chase to a brig which outsailed us, and soon afterwards made a ship, which we soon discovered to be lying to, with her fore-topsail to the mast. As we approached, discovered her to be a whaler. Hoisted the English colors, which was returned by the ship hoisting United States colors. Having come within boarding distance, sent a boat on board and brought the captain on board with his papers, hoisting our own colors as the boarding officer got alongside. She proved to be the ship *Oemulgee*, of Edgartown, the captain being a genuine specimen of a Yankee, Abraham Osborn. Captured her and brought the crew on board, and a quantity of rigging of which we were in need, and some beef and pork, and small stores. At 9 p. m. hove her to, with a light at the peak, and brought away our own officer and crew, and lay by her during the night. Number of prisoners, 37.

Saturday, September 6.—Cloudy, clearing off fine toward night. At 9, having descried a bark, set fire to the prize, and gave chase. At meridian came up with and showed the United States colors to the chase, which proved to be a Frenchman bound to Marseilles. Kept away N. ½ W., and in a couple of hours afterwards made the island of Flores ahead. A beautiful night.

Sunday, September 7.—A fine, clear day, clouding towards evening. Running in for the island of Flores. At 11 a. m. mustered the crew for the first time, and caused to be read the articles of war, to which the crew listened with great attention. At 3:30 p. m., having approached sufficiently near the town of Lagens, on the south side of the island, we sent all the prisoners on shore (having first paroled them) in the three whaleboats belonging to the prize *Ocmulgee;* and at 4, filled away on the starboard tack to head off a schooner that appeared to be running in for the island. Having approached her within a mile, we hoisted the English colors. The chase not showing her colors in return, fired the lee bow gun. Still paying no attention to us, but endeavoring to pass us, fired a shot athwart her bow. Not yet heaving to, or showing colors, fired a second shot between her fore and main masts. She then hoisted the American colors, and rounded to. Sent a boat on board, and took possession of her. The captain coming on board with his papers, she proved to be the *Starlight*, of Boston, from Fayal to Boston, via Flores. She had a number of passengers, among others some ladies. Put a prize crew on board of her, brought on board all the United States seamen, seven in number, including the captain, and confined them in irons; and ordered the prize to remain close to us during the night. Some dark clouds hanging over the island, but the wind light and the sea smooth. Among the papers captured were a couple of dispatches to the Sewards, father and son, informing them of our operations at Terceira. This small craft left Boston only six days before we left Liverpool in the *Bahama*. How strangely parties meet upon the high seas. The master was the cleverest specimen of a Yankee skipper I have met; about 27 or 28. He avowed his intention of trying to run the gauntlet of my shot, deprecated the war, etc.

Monday, September 8.—Weather fine, with the wind from the southward and eastward. At 7 a. m. stood in to the town of Santa Cruz [island of Flores] in company with the prize, and lowered the cutter and sent the prisoners on shore, with a note addressed to the governor. In the meantime the governor himself, with several citizens, came on board of us. The governor offered us the hospitalities of the island, etc., and in return I expressed to him the hope that his fellow-citizens who were passengers on board the prize had suffered no inconvenience from her capture. In the afternoon gave chase and showed English colors to a Portuguese brigantine. We then wore ship and chased a bark in the N. W., with which we came up about sunset. She proved to be the whaling bark *Ocean Rover*, from Massachusetts, forty months out, with a cargo of 1,100 barrels of oil. Laid her to for the night, and permitted the captain and his crew to pull in to the shore (Flores) in his six whaleboats, the sea being smooth, the wind light offshore, and the moon near her full. This was a novel night procession.

Tuesday, September 9.—Weather still continues fine, though cloudy. I was aroused in the midwatch (after about three hours only of sleep, after a day of fatigue and excitement) by the announcement that a large bark was close aboard of us. We were lying to at the time in company with our two prizes. I wore ship very quietly and gave chase. The chase rather got the wind of us, though we headreached

upon her, and at daylight I hoisted the English flag. The bark not responding, fired a blank cartridge; she still not responding, fired a shot astern of her, she being about two miles distant. This brought her to, with the United States colors at her peak. Sent a boat on board and took possession of her. She proved to be the *Alert*, from New London, sixteen days from port, bound, via the Azores, Cape Verde Islands, etc., to the Indian Ocean. Supplied ourselves from her with some underclothing for the men, of which we stood in need, some tobacco, etc. About 9 a. m. fired the *Starlight;* at 11 fired the *Ocean Rover*, and at 4 p. m. fired the *Alert*. Boarded a Portuguese whaling brig, the master of which I brought on board with his papers. These proving to be regular, I dismissed him in a few minutes.

Sent the captain and crew of the *Alert* ashore to the village on the north end of Flores, in their own boats, four in number. "Sail, ho!" at 5 p. m. Filled away and gave chase to a schooner in the N. E. She was standing for us at first, but tacked on our approach, and endeavored to run. We had shown her the United States colors, and she had also hoisted United States colors. But she distrusted us. A blank cartridge brought her round again and hove her to. Sent a boat on board and took possession of the schooner *Weather Gauge*, of Provincetown, six weeks out. A bark being in sight, as soon as we could get the schooner's crew replaced by a prize crew, gave chase to the former, stood to the northward and eastward. The two last captures supplied us with large numbers of northern newspapers as late as the 18th of August.

Wednesday, September 10.—Last night we had a long chase after the bark, but overhauled her about 3 a. m. this morning. Sent a boat on board and found her to be the Danish bark *Overman*, from Bangkok, East Indies, to Hamburg. The weather to-day is very fine, with the wind moderate from the southward and eastward. In the early morning chased and caused to show colors an English ship. Hove to about 10, made the necessary arrangements, and fired the schooner *Weather Gauge*, captured last evening. Filled away and made sail to the S. W. At 10 p m. hove to off the island of Corvo.

Thursday, September 11.—Clear, with passing clouds; wind fresh from the southward and eastward. At daylight filled away, and beat up toward the island of Flores. At 1 p. m. having got well up under the lee of the island, shortened sail, hove to, and sent the prisoners of the *Weather Gauge* (fifteen in number, on shore, in their own whale boats. Observed a bark (a whaler) anchored within a cable's length or so of the shore, a Yankee, no doubt, taking refuge from capture. Filled away, and made sail to the northward and westward. Afternoon fine, with a moderate breeze from about south.

Friday, September 12.—A fine, clear day, with a moderate breeze from the southward and westward. Exercised the crew at quarters. Gave chase to and caused to show her colors a Portuguese bark standing to the eastward. One of the *vigias*, those bugbears of the sea, is in my road to-night, and though I disbelieve in its existence, I shall have to tack ship to avoid it. Latitude, 40° 17′ 20″; longitude, 34° 05′ 30″.

Saturday, September 13.—A beautiful, clear day, with the wind from S. S. W. Gave chase to a sail reported on the weather bow, and upon coming up with her and heaving her to with a blank cartridge, she proved to be the *Altamaha*, hermaphrodite brig (whaler) from New Bedford, five months out. Little or no success. Captured her, put a prize crew on board, and made sail in chase of a bark to windward, which proved to be a Spaniard. Ran down and hove to near the prize. In the afternoon received the prisoners on board (twenty-three in number)

and at dark fired the prize, filled away and stood to to the N. N. W. Latitude, 40° 34′; longitude, 35° 24′ 15″.

Sunday, September 14.—A beautiful, clear day, with a moderate breeze from the westward. Last night at half past 11, I was aroused by the report that a large ship was close on board of us. Hurried on deck, wore ship and gave chase, the strange sail being about 2 to 2½ miles from us, partially to windward. Made all sail, held our wind, and gradually cut him out of the wind, as well as headreached on him. Fired a blank cartridge which he disregarded. Continued to overhaul him, and when I had gotten on his weather beam, distant about half a mile from him, I fired a second gun, which speedily brought him to the wind, with his main topsail to the mast. Sent a boat on board with an order to the officer to show me a light if he should prove to be American; and in a few minutes after the officer got on board, a light was shown at the peak. Lay by him until daylight, when the captain was brought on board. The ship proved to be the U. S. whaler *Benjamin Tucker*, from New Bedford, eight months out, with about 340 barrels of oil. Crew, thirty. Brought everybody on board, received some soap and tobacco, and fired the ship, and made sail to the S. E.

Monday, September 15.—A fine clear day, with the wind very light from the westward, approaching a calm, with light rain toward night. Calking the decks, which are already quite open. Made the island of Flores from the masthead late in the afternoon. Exercised the crew at quarters. Shipped one of the prisoners from the last prize—a Hollander. Latitude, 43° 03′; longitude, 32° 46′ 45″.

Tuesday, September 16.—Fine clear weather, with summer clouds and a light breeze from the southward and westward. At daylight made a schooner on the starboard bow. Gave chase, and at 7:30 hove her to with a blank cartridge and sent a boat on board, she showing United States colors. She proved to be the whaling schooner *Courser*, of Provincetown, Mass. Took possession of her as a prize. Stood in toward Flores within 4 or 5 miles, and sent all the prisoners from the last three captures on shore in their own whale boats—eight in number. Number of prisoners, sixty-eight. At 5 p. m., having taken some 8 or 10 miles distance from the land, hove the prize to, and called all hands to quarters, and made a target of her, firing three rounds from each gun. The practice was pretty fair for green hands for the first time. We shelled the target once and made a number of good line shots. At dark fired the prize and made sail to the westward.

Wednesday, September 17.—Clear, with passing rain clouds, wind from the southward and westward. At 7:30 a. m. gave chase to a sail on the starboard bow, and at meridian came up with and took possession of the U. S. whaling bark *Virginia*, twenty-one days from New Bedford. Received papers as late as the 23d August. Got on board from the prize a large supply of soap, candles, etc., and, after bringing the prisoners on board, we fired her, filled away, and made sail to the northward and westward. Latitude, 40° 03′; longitude, 32° 46′ 45″.

Thursday, September 18.—Cloudy, with the wind fresh from the southward and westward. Chased and caused to show her colors a French brig; then wore ship and gave chase to a bark. The bark, discovering our purpose, made all sail and tried to escape, but we came up with her after a chase of about three hours, at 2 p. m. Hoisted the English ensign, to which she refused to respond. Fired the starboard bow gun and ran up our own flag, when she shortened sail and hove to. Sent a prize crew on board, she showing the United States ensign. Brought the master on board. She proved to be the whaling bark *Elisha Dun-*

bar, of New Bedford, twenty-four days out. As it was blowing fresh and threatening a gale of wind, we got all the prisoners on board in the course of a couple of hours, and set fire to the bark. Reefed the topsails, and set the fore trysail with the bonnet off, and stood on a wind on the starboard tack, to the southward and eastward. Latitude, 39° 50′; longitude, 35° 25′ 45″.

Friday, September 19.—Last night the wind shifted suddenly from S. W. to N. W. and to-day it has been blowing a moderate gale of wind, with a heavy sea from the N. W. We have been tumbling about all day, greatly to our discomfort, under close reefed topsails, and fore and main trysails, with the bonnets off. The deck is more or less wet, and the prisoners must have an uncomfortable time of it, but I have nowhere else to put them. We are closely stowed below with our own crew. The barometer, which had gone down to 29.85, is at 29.93 at 7 p. m., so the gale may be said to be broken. Got in our two waist boats. Latitude, 38° 32′ 35″; longitude, 35° 03′.

Saturday, September 20.—It blew a moderate gale all day. At 8 p. m., being near somebody's *vigia*, marked on the chart, and the wind and current being such as to set us down upon it, on the starboard tack wore ship, and put her under topsails for the night. Cloudy, with the wind moderate, and the sea somewhat abated at 10 p. m. Latitude, 37° 20′ 24″; longitude, 36° 26′ 30″.

Sunday, September 21.—Blowing a gale of wind all day. The gale of the previous two days blew itself out last night, and the barometer rose above 30. This morning a new gale set in, with a falling barometer, the wind backing to about W. Mustered the crew at 11 a. m. Weather cloudy, with passing squalls of light rain. Reduced sail to close-reefed main topsail, close-reefed fore and main trysails, and fore staysail with the bonnet off. Under this sail she was comparatively dry, and made capital weather. Decks leaking for want of calking, but the ship otherwise tight. Have seen no sail for the last three days. Latitude, 36° 35′ 46″; longitude, 36° 58′ 15″.

Monday, September 22.—It blew a gale all the morning, moderating toward night. Turned the reefs out of the trysails, and set the foretopsail. The barometer, which had gone down to 29.7, rose to 29.86 at 10 p. m. We have seen no sail since these gales set in. Latitude, 35° 21′ 39″; longitude, 37° 26′ 45″.

Tuesday, September 23.—The gale broke last night, and to-day we have had a moderate breeze from N. W. to N. N. E. Exercised the crew at quarters. Calking the decks. Nothing visible. Latitude, 34° 43′ 15″; longitude, 38° 38′ 15″.

Wednesday, September 24.—The sun having passed safely over the line, the weather has again become settled. We have light breezes all day from the N. W. and N. N. E. Still getting the ship in order; calking the decks, blacking the slots, etc. Exercised the crew at quarters. We seem to be in a desert part of the ocean. We have not seen a sail since the evening of the 18th. Latitude, 34° 52′ 41″; longitude, 40° 28′ 15″.

Thursday, September 25.—Calm all day, a light air springing up from the southward at nightfall. All hands at work remedying defects in the equipment of the ship. Lowered and lengthened the fore and main gaffs. Exercised at quarters. Latitude, 34° 59′ 16″; longitude, 41° 10′.

Friday, September 26.—A beautiful day, with a moderate breeze from the S. W., hauling to W. S. W. at nightfall, with indications of freshening. Lightning in the north and some clouds in that direction, which dispersed, however, toward 10 p. m. Latitude, 35° 35′ 45″; longitude, 41° 36′.

Saturday, September 27.—Cloudy, with light winds from the N. W. Intermitted all work to-day, and gave the ship a general cleaning, of which she stood much in need. Latitude, 37° 12′ 15″; longitude, 43° 13′ 30″.

Sunday, September 28.—Weather remarkably fine, with light winds from N. E. to N. W. At daylight descried the first sail we have seen since the 18th, or in ten days. The recent gales having set us to the southward, we have been out of the track of vessels at this season of the year. The sail standing to the eastward, in the opposite direction from our course, and being far off and the wind light, did not chase. Mustered the crew and inspected the ship. We begin to look a little less like a troopship. Very light airs during the night. Latitude, 37° 40′; longitude, 42°.

Monday, September 29.—Weather still very clear and fine, with light airs from the northward and eastward. We are making good use of our delay from head winds and calms by practicing the crew at the battery and with small arms. We exercised a division with the latter for the first time this morning. Carpenters making armchests, and the engineers putting down the bearings or traverses for the bow chaser. At nightfall a moderate breeze came up from the S. S. W. and freshened during the night, so that at last we are being pushed to the northward. Latitude, 37° 09′ 37″; longitude, 43° 13′ 35″.

Tuesday, September 30.—Morning clear, clouding towards 9 a. m., and the wind freshening. At 8 made a sail on the lee bow. Gave chase, and at 10 a. m. came up with and showed English colors to an iron French bark, of Bordeaux—name not made out. Kept away on our course again N. N. W. After midday the wind freshened from the S. W. with a thick flying scud until it blew a moderate gale. Close reefed to it. Moderating at 10 p. m. Latitude, 38° 37′; longitude, 45° 03′.

Wednesday, October 1.—The gale moderated during the last night, but the weather to-day has been thick and rainy, with the wind from the N. W., and a confused, rough sea. No observation for latitude. The barometer, which had gone down to 29.8, is rising and stands at 9 p. m. at 29.9. Being some 200 miles only from the Bank of Newfoundland, we are taking the temperature of the air and water every hour. At 9 p. m., air 63, water 70. Latitude by account, 40° 27′; longitude, observation, 46° 31′, indicating, as compared with the reckoning, an easterly current of some 30 miles. Single reefed the topsails at sunset.

Thursday, October 2.—The weather grows worse and worse. We have to-day a real ugly, angry-looking sky, with dense, black, rugged clouds and a Newfoundland northeaster. Barometer at 1 p. m. at 30.18. The clouds are so densely packed that we have had no observation for latitude and only a glimpse of the sun for chronometer, having had no latitude for two days, and, being in the current of the Gulf Stream, the most we can do is to guess at the position of the ship within 30 or 40 miles. Supposed latitude and longitude as follows: Latitude, 40° to 40° 00′ 30″; longitude, from 48° to 48° 20′.

Friday, October 3.—The weather is improved to-day, and was very fine by 10 a. m. Passed a sail in the morning watch steering to the southward and eastward. As she was dead to windward of us did not chase. Soon afterward made two other sail ahead and on the lee bow; gave chase to them successively and captured both of them, they being North American ships from New York, one for Liverpool and the other for London (the *Brilliant*), laden with provisions. The cargo of one of them, the *Emily Farnum*, being certificated as English property, released

her and put on board of her the prisoners from the other ship, the *Brilliant*, which we burned. I sent on board the *Emily Farnum* also the prisoners on board this ship, thus making once more a clean jail delivery; fired the *Brilliant* about nightfall and made sail, but as it fell calm we remained in sight of the burning wreck all night. From the two last prizes we received four new recruits, more valuable to us than the prizes, shorthanded as we are. Latitude, 39° 58′; longitude, 50°.

Saturday, October 4.—Another fine day, though nearly calm. Two sail reported soon after daylight. Gave chase to and about 10 a. m. came up with and sent a boat on board of a Prussian bark, from New York, with grain, for Liverpool. This bark, which had exchanged colors with the other vessel ahead, informed us that she also was Prussian; and so we discontinued the chase of the latter; indeed we could only have chased her under steam, as it had fallen calm. Calm all day, with a light air at nightfall. Exercised the crew at general quarters. Latitude, 39° 52′; longitude, 50° 41′ 30″.

Sunday, October 5.—Beautiful, clear weather, with summer-looking clouds, a moderate breeze from the S. W., and a smooth sea. At 4:20 a. m. a sail reported close on the lee beam. Wore ship and gave chase. At 7 a. m. came up with and sent a boat on board of the French bark *Christophe*, from New York for Cherbourg. Wore ship and made sail to the northward and westward again. At 11 a. m. mustered the crew and caused to be read the articles of war. While reading them a sail was reported from aloft. Kept away for her and made all sail. At 1 p. m., finding that the chase was likely to be a long one and in the wrong direction (the chase steering about E. by N.), abandoned the pursuit and wore and made sail to the northward and westward again. Later in the afternoon chased and caused to show her colors an Oldenham brig. The wind freshening from the S. W., with a falling barometer, took the bonnets off the trysails, and at sunset a single reef in the topsails. Latitude, 40° 19′ 25″; longitude, 51° 14′.

Monday, October 6.—The wind increased last night to a moderate gale and the weather became thick and rainy. Taken aback on the port tack this morning; the wind hauling from W. to N. W. Wore ship to the westward at 8 a. m. No observation for position. Latitude, account, 41° 02′ 11″; longitude, account, 53° 50′.

Tuesday, October 7.—Weather moderated and became calm after 10 a. m. At 4 a. m. gave chase to a sail, and came up with and caused to be hove to an American bark. Sent a boat on board for the master and his papers. She proved to be the *Wave Crest*, of and from New York, for Cardiff, laden with grain. There being no evidence of the neutrality of the cargo, condemned both ship and cargo. In the afternoon made a target of her, and afterwards burned her. Made sail to the northward and westward at 4 p. m. Just before dark another sail was discovered from aloft, to which we gave chase. At 9 p. m., there being a beautiful moonlight, with a fresh breeze from the S. W., we came up with and hove to a brigantine. Sent a boat on board of her. She proved to be the American brigantine *Dunkirk*, from New York, with grain, for Lisbon. There being no evidence of the neutral ownership of the cargo, condemned both ship and cargo, and at 11 p. m. burned them. Found on board this prize a number of Portuguese Testaments, tracts, etc. On the back of one of the tracts was the following endorsement:

Portuguese tracts from the American Tract Society, for distribution among Portuguese passengers, and to give, upon the coast, to visitors from the shore, etc. When in port, please keep conspicuously on the cabin table for all comers to read, but be very careful not to take any ashore, as the laws do not allow it.

A pen had been run through the last injunction. It thus appears that the Yankee ships are engaged in smuggling prohibited religious literature, along with their cargoes, into the countries they visit. The following endorsement was pasted on the cover a little lower down:

As may be convenient please report (by letter, if necessary) anything of interest which may occur in connection with the distribution; also take any orders for Bibles and forward to John S. Pierson, marine agent New York Bible Society, No. 7 Beekman street.

Wednesday, October 8.—The wind went round from S. W. again to N. W. and N. E. and became very light. We have experienced for the last two or three days a strong southeasterly current, say 2 knots per hour. We have a hard struggle to get to the westward. No observation for latitude. Latitude, D. R., 41°; longitude, D. R., 55° 43′. Longitude, chronometer, 54° 37′, worked with assumed latitude.

Thursday, October 9.—The wind went round to S. W. again; weather became clear. Got observations for position. At 1:30 p. m., "Sail, ho!" Gave chase, and just before sunset came up with and sent a boat on board the packet ship *Tonawanda* (Cope's Liverpool line). Brought the master on board with his papers. No evidence of neutral ownership of the cargo. Condemned ship and cargo. But what shall I do with them? She has 70 passengers on board, 30 of whom are women. Determined to keep the ship in company for a few days, in hopes of making some other capture, on board which I could dispose of the prisoners, and in the meantime took a ransom bond of the master, in case I should make up my mind finally to release him. While we were boarding the *Tonawanda* descried another sail from the deck. Gave chase, the *Tonawanda*, in charge of a prize master, following. At 8:30 came up with and sent a boat on board of an English brig from Manzanilla for England. The prize in company during the night. The master having reported that one of the black waiters on board his ship was a slave, from Delaware, had him brought on board and entered as one of the crew, a waiter in the officers' messes. Latitude, 40° 03′ 41″; longitude, 54° 38′ 30″.

Friday, October 10.—Wind from the N. W., with the weather thickening and beginning to look ugly, though the barometer does not indicate much wind. Approved the proceedings of the court-martial in the case of George Forrest, a deserter from the *Sumter*, found on board the *Dunkirk*, sentencing him to serve without pay for the remainder of his term; and reduced Fisher, a coxswain, for being drunk a second time, after warning. The weather broke away suddenly at meridian and became very fine, the wind hauling to the N. E. Brought the master of the prize ship *Tonawanda* on board, as a hostage to secure the keeping company with us of that ship, and sent on board of her all the prisoners of the last two ships burned. At 10 p. m., there being a bright moon, made a sail on the lee bow. Wore ship, and ran down and hove to a fine clipper-looking ship and sent a boat on board of her. She proved to be a Mecklenburg ship, from New York for Lisbon. Latitude, 41° 13′ 38″; longitude, 53° 45′.

Saturday, October 11.—Breeze light, and weather inclined to be overcast. At daylight a ship reported on the weather quarter. As she was some 15 miles distant and dead to windward did not chase. Weather broke away at 11 a. m. and became fine. At 1:30 a sail reported running down before the wind. Tacked and waited for her, and when she came within distance fired a blank cartridge and hove her to. She proved to be the North American ship *Manchester*, of and from New York, bound for Liverpool. There being no evidence among

her papers of the neutral ownership of the cargo, transferred the crew to the *Tonawanda* and fired her at about 10 p. m. Latitude, 41° 08′ 55″; longitude, 55° 26′.

Sunday, October 12.—The wind has gone round again from the S. W. to northward and eastward, with bad weather—cloudy, and rainy, and dark; as usual, no observation for latitude. Latitude, D. R., 41° 42′; Longitude, D. R., 56° 48′.

Memorandum of the enemy's gunboats, extracted from the New York Herald of October 5: One gun, 10; two guns, 29; three guns, 32; four guns, 36; five guns, 34; six guns, 28; seven guns, 21; eight guns, 2; nine guns, 13; total, 192. Of this whole number there are only 13 superior in force to myself. The first set of propeller gunboats, built after the war, are said to be indifferent. The second set, very fine and heavily armed. The side-wheel boats not very fast and only tolerable.

Monday, October 13.—A real dirty gulf day, with the wind from the S. E. to the S. W. and the weather squally, thick, and rainy. At 11 a. m. made a sail on the weather bow and gave chase. As we came up with her we observed that although she was running free she was under topsails only, which seemed to indicate that she was either a whaler or a vessel of war. Several times the dense rain shut out from sight both her and the *Tonawanda*. At length, near nightfall, we had approached the stranger within 4 or 5 miles and as he had a pendant flying we naturally took him for a ship of war. Hove to on the starboard tack. The sail wore down for us. Called all hands to quarters and loaded the guns, which was done very creditably to my new crew. Showed English colors, the stranger hoisting Spanish. Perceiving by this time that she was not a ship of war, secured the guns, and permitted the stranger to pass on. Ran down near the *Tonawanda*, and as we had every prospect of a thick, stormy night, I concluded to let the prize depart with her prisoners without further detention, taking from the master a ransom bond in the sum of $80,000. (Copes, owners.) The prize filled away and made sail just at dark. Filled away ourselves to the northward and westward. No observation. Latitude, assumed, 40° 30′; longitude, assumed, 59° 28′.

Tuesday, October 14.—Fresh winds from the S. W. with some sea on. Weather variable, looking well and ill by turns. Barometer, 29.5, fluctuating a little. Last night at 11:30 a ship passed us going with great speed before half a gale of wind. Did not give chase on account of the weather. At 3:30 this morning another sail was descried on the port beam. Gave chase, dead to leeward; came up with the chase after about three hours' pretty close run. She proved to be a Danish ship. This ship stood two guns before heaving to. There being still another sail to windward of us, running down nearly before the wind, hove to to await her approach. She proved to be a French schooner; and so we wore ship and stood to the northward and westward. In the afternoon lay to to await the approach of a third sail, running down upon us. She proved to be an English ship from St. John, New Brunswick. Latitude, 41° 21′ 12″; longitude, 59° 31′ 30″.

Wednesday, October 15.—Blowing half a gale of wind from the S. W.; weather clear, with an occasional rain squall. At 7 a. m. discovered a sail running down for us. Awaited her approach and hove her to with a gun at about 8:30. She proved, upon being boarded, to be the North American bark *Lamplighter*, of Boston, from New York to Gibraltar, with a cargo of tobacco. There being nothing in her papers denoting neutral ownership of the cargo, burned her. The sea

being quite heavy, the boats had a rough time of it getting on board. Latitude, 41° 32′ 47″; longitude, 59° 17′ 45″.

Thursday, October 16.—The bad weather of the last four or five days culminated to-day in one of the severest gales of wind I have ever experienced. It did not last a great while, the whole being over in about four hours, but the wind blew furiously for about half of this time, forcing the ship down several streaks in the water, although she was only under the triangular storm staysail, the main yard having been carried away (the main brace bumkin first going) and the main topsail and fore staysail blown to ribbons. We lost also the lee quarter and stern boats, both stove by the force of the sea. A very heavy cross sea was raised, and the ship labored in and was pounded by it at a terrible rate. The gale was evidently a cyclone, though probably not of very great diameter, and the vortex of the gale passed over us. We took the wind at S. W., which hauled to about S., and after blowing heavily, lulled for half or three-quarters of an hour; then hauled in a few minutes to about N. N. W. and blew in the furious manner described. The barometer sank as low as 28.64. At 2 p. m. the barometer had risen to 29.70, but fell again a little and then rose again gradually. The rise and fall of the barometer were both very rapid. During the violence of the gale the scud flew very low and with great rapidity, and some rain fell, though not a great deal. The surface of the sea was one sheet of foam and spray (the latter blinding us) from the violence of the wind. In the afternoon sent down the two pieces of the broken main yard and stripped the main topsail yard of the fragments of its sail. I must capture another ship now directly, to enable me to repair damages and replace my boats. No observation for position. Rolling and tumbling about during the night in the rough and irregular sea raised by the gale. A curious result of the gale was a huge knot into which a strip of the main topsail, the clewline, and chain sheet had tied themselves in a hundred involutions, defying all extrication but by the knife. Latitude, D. R., 42° 16′; longitude, 59° 18′.

Friday, October 17.—Sea somewhat smoother, but the weather still very bad. The wind is from the S.E. again, and the sky is heavily overcast in every direction, and we have occasional squalls of rain. Barometer inclined to settle again, and the wind to haul to the S.W. and thence probably as usual to the N.W. There would seem to be an almost continual gyration of the winds in that portion of the sea in which we have been for the last two weeks, and but little steady sunshine. No observation again to day for position. At 11 a. m. ran down for a ship visible on our starboard beam. She proved to be English. Wore ship again to the westward. Latitude, D. R., 42° 06′; longitude, 59° 46′. Setting up the main rigging, which had become loosened by the terrible strain upon it in the late gale. Lightning from the S. W. to N. W.

Saturday, October 18.—The weather, which I had hoped would become better after the gale, seems to grow worse and worse. We had an ugly looking, dark night last night with the wind fresh from the S. W. and rain. We kept a bright lookout to prevent being run over by some ship running down before the wind. In the morning watch the wind hauled to the N. W., with the weather still thick and rainy. Employed fishing our broken main yard for temporary use. An ugly sea on still. No observation. The weather showed some signs of lighting up about noon, but the wind freshened soon from the N. W. and blew up thick and hard looking again. Supposed latitude, 41° 25′; supposed longitude, 59° 10′.

Sunday, October 19.—Weather better to-day, there being some reluctant sunshine. Loosed and dried the sails, and got up wet clothing, etc. Mustered the crew at 11 a. m., but set them at work immediately afterwards, getting the main yard up to its place, and cleaning the arms, which had all been afloat in the gale, and had become rusted. The necessity of the case will excuse the work on Sunday. Latitude, 40° 21′ 25″; longitude, 62° 08′.

Monday, October 20.—More dirty weather; wind from the westward, hauling northward, with rain, rain, rain. At 3:30 a. m., descried a sail standing to the eastward. Wore ship and gave chase, and at 8:30 fired a gun, when the chase hoisted English colors. At 11, showed English colors to an hermaphrodite brig running to the northward and eastward. She showed Dutch colors. Verily we are in luck, since out of the eleven sail last overhauled, nine have been neutrals; and that, too, almost in American waters. At meridian, a heavy cloud came up from the west, and burst upon us in a squall of wind and rain; and a gale of wind followed, which blew the remainder of the day. Barometer 29.64. A large sail passed us to windward. Wore ship, but did not chase, on account of the gale. We have thus had a week of consecutive bad weather, near the middle of October—a month generally remarkable for its fine weather on the American coast. Latitude, 40° 28′; longitude, 62° 40′ 45″.

Tuesday, October 21.—The first fine morning we have had for ten days past. The northwester of yesterday was the first dry wind of the kind we have had off this coast, the rotary winds generally becoming clear in the N. E. The winds have rotated with singular regularity ever since we reached the meridian of Cape Race, generally going entirely round the compass every two days, or two and a half. Chased and spoke an English bark, from New York, ten days out, for Queenstown. Nearly calm all day; ship rolling about in the sea left by the northwest gale. Toward nightfall the wind began to go round again, hauling to southward. Latitude, 40° 18′ 04″; longitude, 62° 40′ 15″. A large sail in sight nearly all day, but could not chase her on account of the calm.

Wednesday, October 22.—We are about 100 miles to the southward and eastward of George's Bank, and verily we seem to be in the very caldron in which all the storms of the North Atlantic are brewed. Notwithstanding the calm, clear, quiet day yesterday, it is blowing a gale of wind to-day from the S. W., with the barometer at 29.60 and falling. Two large sail have passed us, and we have been unable to chase them on account of gale. Latitude, 40° 16′ by account—no observation; longitude, 64° 17′ by account—no observation. The gale increased from about 9 a. m., and has blown very heavily for about six hours, raising a heavy sea. Wind for the first five hours about S. by W., hauling at 4 p. m. to the westward. At 8 p. m. wind N. W. The barometer fell to 29.40. Hove the ship to, under close-reefed main trysail and fore staysail—hauling down the latter to bring her more up to the sea—and, as the strength of the gale passed, setting the fore trysail. The fore rigging having stretched, swiftered it in. Rolling and plunging into the sea, head and stern, and taking tons of water on the deck all night.

Thursday, October 23.—The gale is broken, but the bad weather continues. We just saved the latitude at noon by getting the sun for a few minutes between two dense banks of clouds, which soon afterwards closed and set into rain. Barometer settling again. At daylight descried a brig to leeward; ran down for, under close topsails. She proved to be English. Two other sails were reported from aloft, but as they

were running off to the eastward did not chase, we having drifted 60 miles to the S. E. during the blow of the last twenty-four hours, and my great desire being to get to the westward. Latitude, 39° 34′ 50″; longitude, 63° 26′. About 4 p. m. a large ship was descried running to the eastward under main royal, notwithstanding the freshness of the breeze. Bore away a few points and waited for her. Hoisted English blue, when the stranger showed North American colors. Hauled down the English ensign, hoisted our own, and when the sail was within half a mile or less, fired a bow gun. She immediately hove to, when we sent a boat on board of her and brought her master on board with his papers. Brought the crew on board and fired the prize at about 10 p. m., when we filled away. We have experienced a current of 2 knots and more per hour to the eastward and southward and eastward for the last two days, so that what with the gales and the currents we are more than a degree to the eastward of where we were two days ago.

The Lafayette—ship and cargo condemned.

The cargo of this ship was condemned by me as enemy's property, notwithstanding there were depositions of the shippers that it had been purchased by them on neutral account. These *ex parte* statements are precisely such as every unscrupulous merchant would prepare to deceive his enemy and save his property from capture. There are two shipping houses in the case; that of Craig & Nicoll, and that of Montgomery Bros.; Messrs Craig & Nicoll say that the grain shipped by them belongs to Messrs. Shaw & Finlay, and to Messrs. Hamilton, Megault, and Thompson, all of Belfast, to which port the ship is bound, but the grain is not consigned to them, and they could not demand possession of it, under the bill of lading, it being consigned to order, thus leaving the control of the hands of the shippers. The shippers, further, instead of sending this grain on freight in a general ship, consigned to the owners, they paying the freight, charter the whole ship, and stipulate themselves for the payment of the freight. If this property had been bona fide the property of the parties in Belfast, named in the depositions, it would undoubtedly have gone consigned to them, under a bill of lading authorizing them to demand possession of it, and the agreement with the ship would have been that the consignees and owners should pay the freight upon delivery. Even if this property were purchased, as pretended, by Messrs. Craig & Nicoll, for the parties named, still their not consigning it to them, and delivering to them the proper bill of lading passing the possession, left the property under the dominion of Craig & Nicoll, and as such liable to capture. The property attempted to be covered by the Messrs. Montgomery, is shipped by Montgomery Bros., of New York, and consigned to Montgomery Bros. in Belfast; and the title to the property so far as appears from the bill of lading is in the latter house, or in the branch house in New York. Further, the mere formal papers of a ship and cargo prove nothing, unless properly verified, and in this case the master of the ship, although a part owner of the ship, and whose duty it was upon taking in a cargo in time of war to be informed of all the circumstances attending it and connected with the ownership, knew nothing except what he learned from the face of the papers. These certificates therefore were pronounced a fraud, and cargo as well as the ship condemned.

Third Phillimore, 610-612, to the effect that if the goods are going for account of the shipper, or subject to his order or control, as in this case, the property is not divested *in transitu*. The goods shipped by Craig & Nicoll were consigned to their order, as has been seen.

As to the Montgomerys, see 3 Phillimore, 605, to the effect that if a person be a partner in a house of trade in an enemy's country he is, as to the consignors and trade of that house, deemed an enemy, and his share is liable to confiscation as such, notwithstanding his own residence is in a neutral country, etc. Further, the property consigned to Montgomery Bros., even admitting the Belfast house not to be a partner in the New York house, is liable to the same objection as in the case of Craig & Nicoll, since although the property is described as belonging to a party in Sligo, there is no bill of lading among the papers authorizing that party to demand the possession. The property is not divested, therefore, *in transitu*.

Third Phillimore, 599, to the effect that "further proof" is always necessary where the master can not swear to the ownership of the property, as in this case. And as I can not send my prizes in for adjudication, I must of necessity condemn in all cases where "further proof" is necessary, since the granting of "further proof" proceeds on the presumption that the neutrality of the cargo is not sufficiently established; and where the neutrality of the property does not fully appear from the ship's papers and the master's deposition, I have the right to act upon the presumption of enemy's property.

Friday, October 24.—A fine day, though with a fresh and cool norther. At 10:30 caused a sail, which we had overhauled, to show English colors. She proved to be (as seen on her stern, my usual mode of verifying the flag, though I sometimes board) from St. Andrews, New Brunswick. It was smooth enough to-day, for the first time in ten days, to exercise the men at the battery. Latitude, 40° 04′; longitude, 62° 05′; strong easterly current during the twenty-four hours. I perceive by the newspapers found on board the prize that the enemy has learned of our captures off the Banks of Newfoundland. Of course he is in full pursuit by this time.

Saturday, October 25.—Weather clear and cloudy; wind light, from the eastward, and sea becoming smooth. Sighted a sail standing about north, free, as on this course; she was proably bound for some port in Nova Scotia; presumed her to be English, and did not chase. Latitude, 39° 57′; longitude, 63° 18′ 15″; a current of about a knot an hour, east.

Sunday, October 26.—Wind from the eastward; light in the morning, becoming quite fresh in the afternoon. A bark passed to windward of us, which we chased for a short while, but finding the chase likely to be a long one and to the eastward discontinued it. Another sail meanwhile having been discovered on our weather quarter, we gave chase to it. It passed some 4 miles to windward of us, and I had but little hope of overhauling her. I tried the effect of a shot or two in her direction, and to my surprise she hove to. Beat up to her, she showing North American colors; boarded and took possession of her. She proved to be the schooner *Crenshaw*, from New York, three days out, bound for Glasgow. Brought the crew on board and burned her, and filled away on our course to the westward. Latitude, 40° 11′ 28″; longitude, 64° 32′ 15″. Mustered the crew. We learn by the papers that several of the enemy's gunboats are in pursuit of us; probably gone off to the Banks of Newfoundland, the *Vanderbilt* among the number. While they are running from New York I am running toward it.

Case of the schooner Crenshaw—ship and cargo condemned.

This vessel was captured under the North American flag, and had on board a North American register; there is, therefore, no question

as to the ship. There has been an attempt to cover the cargo, but without success. The shippers are Francis Macdonald & Co., of the city of New York; and a Mr. James Hutchison, also of New York, deposes before the British consul that "the goods specified in the annexed bills of lading were shipped on board the schooner *Crenshaw* for and on account of subjects of her Britannic Majesty, and that the said goods are wholly and bona fide the property of British subjects." No British subject is named in the deposition, and no person is therefore entitled to claim under it. Further, even admitting the goods to have been purchased on British account, the shipper has not divested himself of the possession by a proper consignment, under a proper bill of lading. The property is consigned to the order of the shipper, which leaves it entirely under his control, and it having left the port of New York as his property, the title can not be changed while the property is *in transitu.*

As to the first point, to wit, the failure to point out some particular British owner of the property, see 3 Phillimore, 596, to the following effect:

> If in the ship's papers property in a voyage from an enemy's port be described "for neutral account," this is such a general mode as points to no designation whatever; and under such a description, no person can say that the cargo belongs to him, or can entitle himself to the possession of it, as his property, etc.

And as to the second point, to wit, the failure on the part of the shipper to divest himself of the title and control of the property, by a proper bill of lading, see 3 Phillimore, 610–612, as follows, viz:

> In ordinary shipments of goods, unaffected by the foregoing principles, the question of proprietary interest often turns on minute circumstances and distinctions, the general principle being that if they are going for account of the shipper, or subject to his order or control, the property is not divested *in transitu*, etc.

Monday, October 27.—Another gale of wind! In the midwatch last night the barometer commenced falling, and by 3 this afternoon it had gone down to 29.33, where it remained stationary for awhile and then began to rise slowly, being at 29.45 at 8 p. m. The wind began to blow freshly from the south, and hauled gradually to the westward, the barometer commencing to rise when the wind was about W. S. W. In the early part of the gale we had the weather very thick, with heavy squalls of rain, the weather clearing about nightfall, with the wind from W. S. W. In the midst of a heavy squall of wind and rain, and with a heavy sea on, we discovered a brig close aboard of us on our weather quarter, but as we were on opposite tacks we soon increased our distance from each other. Wore ship and hove to, under close-reefed trysails, on the starboard tack. Being about a degree to the southward of George's Bank, got a cast of the lead at 7 p. m., with no bottom at 85 fathoms. Latitude, 39° 47′; longitude, 68° 06′, a little over 200 miles from New York.

Tuesday, October 28.—Weather cloudy, with light winds from the north, hauling to the eastward. The heavy sea, from the effects of the gale of yesterday, continued all day, rolling and tumbling us about and keeping the deck flooded with water. In the morning watch descried a brig running off to the southward. She being some distance off and running in the wrong direction, did not chase. Soon afterwards another sail was reported to the westward, standing in our direction. Shaped a course to head her off, and at 11 a. m., having approached her within half a mile, hoisted the English blue. The stranger showing the North American colors, hove him to with a gun, and hoisted

our own colors. Brought the master on board with his papers, and finding the cargo condemnable, got the crew on board, and fired the ship and filled away on our course. The prize proved to be the bark *Lauraetta*, of Boston, from New York for Madeira and the Mediterranean. Received papers as late as the 24th. The intelligence of our captures (as late as the *Brilliant*) seems to have created great alarm for the safety of commerce in New York. Latitude, 39° 18′ 47″; longitude, 67° 35′.

Case of the Lauraetta—ship and cargo condemned.

This ship being under American colors, with an American (United States) register, no question arises as to the ship. There are two shippers of the cargo, Messrs. Chamberlain, Phelps & Co., and Mr. H. J. Burden, both houses of New York City. Chamberlain, Phelps & Co. ship 1,424 barrels of flour and a lot of pipe staves, to be delivered at Gibraltar or Messina, to their own order; and 225 kegs of nails to be delivered at Messina, to Mariano Costarelli. The bill of lading for the flour and staves has the following endorsement, sworn to before a notary:

State, city, and county of New York: Louis Contencin, being duly sworn, says that he is clerk with Chamberlain, Phelps & Co., and that part of the merchandise in the within bill of lading is the property of subjects of the King of Italy.

This certificate is of no force or effect for its generality. It points to no one as the owner of the merchandise, and no person could claim it under the certificate. (See 3 Phillimore, 596.) Further, the property is consigned to the order of the shipper. The title therefore remains in him and can not be divested *in transitu*. (See 3 Phillimore 610–612.) The contingent destination of this property, too, shows that it was property for a market. It was to be delivered either at Gibraltar or Messina, as the shipper might determine—probably upon advices by steamer, before the ship should reach her destination. She was to stop, as we have seen, at Madeira, which would give ample time for the decision.

The bill of lading for the 225 kegs of nails has a similar endorsement except that it is averred that the whole of the property belongs to subjects of the King of Italy. It is not sworn that the property belongs to Costarelli, the consignee, and for aught that appears Costarelli is the agent of the shipper to receive this consignment on his (the shipper's) account. The presumption being that, notwithstanding a consignment in due form by an enemy shipper to a neutral, the property is enemy's property until the contrary is shown. The consignment alone does not show the property to be vested in Costarelli; and the certificate does not indicate him as the owner. Although Costarelli could demand possession of the goods, under this consignment, he could not claim to hold them as his property under the certificate. There is therefore no evidence to show that he is not the mere agent of the shipper. What renders this conclusion still more clear is that if the goods had really belonged to Costarelli it would have been so stated in the certificate. Why say that the goods belonged to "subjects of the King of Italy," when the consignee was the real owner?

The property shipped by H. J. Burden consists of 998 barrels of flour and 290 boxes of herring, and is consigned to Charles R. Blandy, esq., at Funchal, Madeira. The shipper, H. J. Burden, makes the following affidavit before the British consul in New York, to wit, "that all and singular the goods specified in the annexed bill of lading were shipped

by H. J. Burden in the bark *Lauraetta*, for and on account of H. J. Burden, subjects of her Britannic Majesty." Mr. Burden may be a very good subject of her Britannic Majesty, but he describes himself as of 42 Beaver street, New York, and seems to lose sight of the fact that his domicile for the purposes of trade in the enemy's country makes him an enemy, *quoad* all his transactions in that country. Further, if the H. J. Burden, the shipper, is not one and the same person with the H. J. Burden for whom the property is claimed, then there is nothing in the papers to show that the property is vested in the latter, since it is not consigned to him, nor is it shown that the consignee, Charles R. Blandy, esq., is his agent. The presumption, in the absence of proof, is that the consignee is the agent of the shipper.

Wednesday, October 29.—Cloudy day, ending with rain and a N. E. wind. At 10 a. m. hove to and let down the propeller and put the ship under steam. Chased and overhauled a Dutch bark, and toward nightfall came up with the North American brigantine *Baron de Castine*, from Bangor, with lumber for Cardenas. The vessel being old and of little value, I released on a ransom bond and converted her into a cartel, sending some forty-five prisoners on board of her—the crews of the three last ships burned. Stood N. W. by W.

Thursday, October 30.—Last night the N. E. wind freshened and raised some sea. This morning it is blowing half a gale with a wild-looking sky; several sail in sight, among others the Dutch bark we overhauled yesterday. Weather clearing somewhat by noon. This morning the engineer reported that, upon inspection of the coal bunkers, he was of opinion that we had no more than four days' coal on board. Being still 220 miles from New York I was obliged to abandon for the present the idea of appearing off that city, and making a capture or two in the very presence of the enemy. Let the fires go down, lowered the propeller, and made sail to the southward and eastward for our coal depot. Total captures to-day, 21; burned, 18; released as cartels 3. Latitude, 39° 18′ 30″; longitude, 69° 12′.

Friday, October 31.—A fine day, with a pleasant breeze from the southward and westward, and summer-looking clouds. Standing to southward and eastward. We have passed out of the track of commerce, and have seen nothing to-day. Latitude, 37° 51′ 50″; longitude, 67° 34′.

Saturday, November 1.—A fine, clear day, with light airs nearly all day. Overhauled two sail, a French and an English bark. Made sail at nightfall again on our course. Latitude, 36° 15′; longitude, 65° 55′ 15″.

Sunday, November 2.—A fine day, with light winds from the S. E. At 8:30 gave chase to a ship to the N. W. At 11 mustered the crew and read the articles of war. At 11:30 hoisted the North American flag, being some 4 miles distant from the chase, the chase responding with the same colors. At 12:30 hove the chase to with a gun; and having come up with her, sent a boat on board and brought the master alongside with his papers. She proved to be the whaling ship *Levi Starbuck*, five days out of New Bedford, bound on a voyage of thirty months to the Pacific Ocean. Received from her such articles as we needed, brought the crew on board, consisting of twenty-nine persons, and a little after nightfall set fire to her, and filled away to the southward. Papers to the 28th ultimo. No news of importance; the armies on the Potomac remaining in *statu quo*. The Yankee fleet is bestirring itself in our pursuit. Latitude, 36° 13′ 26″; longitude, 66° 01′ 15″.

Monday, November 3.—Clear and cloudy, with banks of clouds in the

N. W. and N. E. Wind light from the eastward, hauling to S. at 9 a. m. Nearly calm at meridian, and the ship rolling about in a confused and heavy sea, coming mostly from the S. E. The weather is quite warm, and the barometer has gone down to 29.60. There is doubtless a gale approaching. Latitude, 35° 17′; longitude, 67° 11′. Strong westerly current for the last twenty-four hours, probably W. S. W.

Tuesday, November 4.—The wind hauled to the N. W. and thence N. last night, and blew a fresh gale all night. This morning the weather is cloudy, with occasional clear patches in the sky; making 9 and 10 knots S. E. Barometer nearly up to 30 again. Afternoon, sky obscured in every direction by dull, heavy looking black clouds; wind fresh from the N. Latitude, 34° 27′ 17″; longitude, 63° 30′. We received from the last prize a large number of cabbages and turnips, very necessary antiscorbutics for the crew, as they have been now some seventy days on salt diet.

Wednesday, November 5.—Cloudy, gloomy looking day, with the wind fresh from the east. We have passed Bermuda, "the still vexed," and have been fortunate enough to make our easting just in time; as we have been unable to head higher than S. by E. all day. We have been passing through a track of the sea but seldom crossed by a sail; but about day after to-morrow we shall enter the track of vessels from the Capes Horn and Good Hope for New York, and also that of outward-bound West India vessels Latitude, 31° 34′ 11″; longitude, 61° 27′.

Thursday, November 6.—Morning heavy and cloudy, with a moderate breeze from the southward and eastward, hauling to the S. S. W. at nightfall, and the weather clearing and becoming pleasant. At 4 a. m. aroused by a report of a sail in the N. W. Gave chase, there being a bright moon, and in the course of half an hour hove the chase to with a gun, and sent a boat on board of her. She proved to be the French bark *Susanne*, from Laguna, with logwood, for Havre. The master, having let his chronometer run down and not knowing his position, sent me a request for the longitude, which I sent him. Wore ship and brought by the wind to the southward. Latitude, 29° 05′; longitude, 61° 22′.

Friday, November 7.—Cloudy and clear, and squally and rainy, with the wind about south, or nearly dead ahead. We are, however, making easting, which is well. Latitude, 29° 03′ 55″; longitude, 59° 22′ 45″.

Saturday, November 8.—Fine, clear weather, with the wind moderate from the eastward. In the midwatch a sail was reported, a schooner standing south. Wore ship (1:30 a. m.) and gave chase. Soon after daylight, the chase being some 5 miles dead to windward of us, a ship was discovered standing to the northward and westward. Discontinued the chase of the schooner, wore ship, and gave chase to the ship. At 10 a. m., the second chase having approached within a mile of us (we having United States colors flying), hove her to with a gun, and a change of flags. Sent a boat and brought the master on board. She proved to be the ship *T. B. Wales*, of Boston, from Calcutta for Boston. There being no claim of neutral property among the papers, and the master having no knowledge on the subject, except that the linseed belonged to the owner of the ship, condemned both ship and cargo. A large portion of this cargo was consigned to the house of Baring Bros., Boston, among which were 1,704 bags of saltpeter, contraband of war, which would have condemned all the property of the Barings, even if proof of ownership had been found on board, which was not. We are to be embarrassed with two females, and some chil

dren, the master having his wife with him, and a passenger and wife. I shall bestow them upon the ward room, having a couple of state-rooms vacated for them. Poor women! They are suffering for the sins of their wicked countrymen who are waging this murderous war upon us. Latitude, 29° 15′; longitude, 57° 57′. Another sail was descried from aloft about nightfall, and a light was seen after night, but we did not get hold of the sail. Just at nightfall, having gotten all the prisoners on board from the prize, and got her main yard on board to replace ours, carried away, we set fire to her and filled away on our course. Nine of the crew of this ship volunteered, and were shipped as part of our own crew—a prize more valuable than the prize itself.

Sunday, November 9.—A fine, clear day, with the wind from the eastward, giving us an hour or so of calm, which is probably all the calm we shall experience, as I think we already have the "trades" in latitude 27½ [27° 30′]. My *menage* has become quite home-like with the presence of women and the merry voices of children. We have had a quiet Sabbath day, there being nothing in sight. Mustered the crew. We are now quite strong, numbering 110 men. Latitude, 27° 51′ 42″; longitude, 58° 24′ 30″.

Monday, November 10.—Weather fine, with an occasional light shower of rain, and wind from N. W. hauling to N. N. E. Too much sea on to exercise the battery. Nothing seen. Latitude, 25° 40′ 14″; longitude, 57° 50′.

Tuesday, November 11.—I was mistaken in supposing that I had taken the "trades" day before yesterday, as we are in the calm belt to-day, with the wind light and variable. In the morning watch descried a sail to the northward of us. Wore ship and awaited her approach, as she was running to the southward and eastward. At 10 a. m. showed United States colors to the chase, which responded with the English. It being calm, we sent a boat on board of her. She was from New York (fourteen days) bound for Demerara. No news and no newspapers. Scraping and painting boats, etc. Latitude, 24° 05′ 36″; longitude, 57° 36′ 30″. Another sail was reported at 3:30 p. m. Hauled up S. E. for her and at 8 p. m., having approached each other (in the darkness) within about a mile, fired a blank cartridge, and lowered a boat (the wind being very light). The sail not heaving to, fired a shot over her, which had the desired effect. She proved to be an English bark from Demerara for Cork. Had lost her mate a day or two ago with yellow fever, and the master and another of the crew were down with it. As we approached this vessel, another light became suddenly visible in the uncertain darkness, apparently a large ship. Called all hands to quarters. It soon appeared, however, that the second light was on board of the brig we had boarded in the morning. Hoisted up our boat and made sail on our course, S. by E.

Wednesday, November 12.—Still in the calms. Wind light and shifting, and light squalls of rain. The English brig of yesterday still in company. Latitude, 22° 58′ 13″; longitude, 57° 37′ 45″. A heavy shower of rain in the afternoon, wind continuing light and baffling, with intervals of calm.

Thursday, November 13.—A clear, pleasant day, with fleecy, trade-looking clouds, but the wind light from the south, from which quarter it has been steady for five or six hours. The weather is becoming warm, and the sun begins to draw the pitch out of the deck. Painting ship outside, and "biding our time" for the "trades" to come along. Latitude, 22° 08′ 08″; longitude, 57° 43′ 30″.

Friday, November 14.—Heavy cloud banks around us in the morn-

ing, with the wind from the southward and squally with rain, clearing at noon. Just at 8 p. m. last night a sail passed us suddenly on the port (opposite tack). Wore ship immediately, but the strange sail shooting into a dense rain cloud was lost to view in a few minutes. Hauled the ship by the wind. At 10 p. m. descried a sail on our port beam, the same doubtless which had passed us in the gloom of the night, a few hours before. The weather now cleared and the night became beautifully starlit, and after 11 p. m. moonlit. Gave chase to the sail, and at 1:30 a. m. came up, and spoke her. She proved to be the same brig we had boarded two days before—the *Milo* (English), from New York for Demerara. We are still in the calms. The wind being light, and variable from the S. to S. E., and that, too, in latitude 21°. Latitude, 21° 11′ 24″; longitude, 57° 49′ 30″.

Saturday, November 15.—A bright, clear day, with the trade wind at last, from about east. At daylight two sails were descried on our port bow. One of them a rakish looking barkentine, some 8 or 9 miles to windward of us, and holding her wind. Without steam it was useless to chase this vessel, though she was to all appearances an enemy. The other sail soon appeared to be running down in our direction, so we kept our sails lifting to deaden headway, and awaited her approach. We showed United States colors, to which the chase responded with Spanish. For the purpose of verification, bore up as she passed us and spoke her. There was evidently a Spanish crew on her decks, and she was from Cadiz for Havana. Hauled up on our course, S. S. W.

Sunday, November 16.—Beautiful, clear weather, with a moderate "trade" from about E. by S. Woolen clothes becoming uncomfortable. At 11 a. m. mustered the crew and inspected the ship. A quiet Sabbath day with nothing in sight. Our ship begins to look quite like a ship of war, with her battery in fine order, her decks clean, freshly painted outside, masts scraped, etc., and the crew well disciplined. Thus far I have never seen a better disposed or more orderly crew. They have come very kindly into the traces. Latitude, 18° 00′ 18″; longitude, 59° 27′ 15″.

Monday, November 17.—Weather fine, with wind from E. N. E. Running before the wind with studding sails set on both sides. At 2 p. m. made the island of Dominica, half a point on the starboard bow. Latitude, 15° 51′ 58″; longitude, 60° 20′.

Tuesday, November 18.—Weather fine, with an occasional light sprinkle of rain from a trade cloud. Having made the N. end of Martinique, at 4 a. m. we lowered the propeller and got up steam, and just at daybreak put the ship in motion under her steam power. At 10 a. m., having passed St. Pierre, we arrived in Fort de France and anchored. We found the bark *Agrippina* here laden with coal for us. She had been dispatched from Cardiff to this rendezvous, and had been here eight days awaiting us. Sent a lieutenant to call on the governor and wrote him a note informing him of our arrival. He replied very politely, extending to us the hospitality of the port. After nightfall the *Agrippina* got underway and proceeded for another rendezvous. At night a number of the men were discovered to be drunk, and there being some excitement in the ship, produced by these men and the deserter Forrest, called all hands to quarters and seized and subdued the rioters.

Wednesday, November 19.—A fine day, but the weather very warm. In the morning watch a large steamer, supposed to be a ship of war, was reported standing into the harbor. At 7:30 the strange steamer hoisted the United States colors. Ordered the ship gotten ready for

battle. Sent the funds of the ship on shore for deposit, as a precaution against their falling into the hands of the enemy in case of disaster. The merchants on shore demanded 5 per cent on the deposit, and it was brought back on board. As we afterwards learned that the enemy's ship was the *San Jacinto*, of fourteen guns, a ship too heavy for us to encounter, there was no necessity for sending the funds on shore, and so the sharp practice of the merchants was all very well for us. They afterwards sent on board and offered to take the money at a lower rate. Having gotten on board some supplies and made the necessary preparations, and having received a pilot at 7:30 p. m., we got underway and ran out of the harbor, without seeing anything of the old wagon that was blockading us. Landed the pilot at 8:20, near Cape Solomon. Wrote to Liverpool and sent money.

We were anchored off the town, with the flagstaff of the fort (on the northwest part) bearing E. N. E., and the wharf N. by E. or N. by E. ½ E. Isle au Rameur [Ramiers Island] bearing S., and Cape Solomon S. by W. ¼ W. From the position in which we lay, all was clear to Isle Rameur [Ramiers Island], and so to sea, the coast beyond the island being perfectly clear.

Thursday, November 20.—Weather cloudy, with occasional rain, with the wind from the S. E. At daylight hoisted the propeller and put the steamer under sail, to economize our fuel. Nothing seen. Hove to at midnight. Latitude, 13° 15′; longitude, 63° 01′.

Friday, November 21.—Morning cloudy, with the wind still from the S. E. Weather clearing as the day advanced. At 9 a. m. descried a sail on our port bow, which proved to be our coal transport. Experienced a strong westerly current during the last twenty-four hours—about 2 knots per hour. At 11:30 made the Hermanos, and a couple of hours afterwards the island of Blanquilla. Rounded the north end of the island and anchored on the west side, sheltered from the trade wind. Found here a Yankee whaling schooner. I was strongly tempted to seize her, but there being a few herdsmen resident on the island, giving some color to the claim of occupancy and jurisdiction of Venezuela, I believe I have rather decided to let her go. I have, however, forbidden her to depart until I have coaled ship, and to prevent her from so doing I have directed the master and mate to be brought on board every night as hostages. We are anchored in front of a nice looking sand beach, in 17 fathoms water. The *Agrippina* followed us in. Latitude, 12° 10′ 41″; longitude 64° 35′.

Saturday, November 22.—Hauled the bark alongside this morning and commenced coaling ship at 8 a. m., relieving the gangs every two hours. Received on board 70 tons, ceasing work at sundown. The wind had been very fresh all day from the E., raising a little sea, so as to cause the ships to chafe a little; and the weather has been so warm as to deter me from going on shore, the barren island of Blanca [Blanquilla], even, being very inviting after a confinement on shipboard of more than three months.

Sunday, November 23.—Although to-day is the Sabbath, I did not consider it any violation of Christian duty to continue coaling, as we were liable to be surprised at any moment and to have our purpose defeated. The crew worked very cheerfully, and by night we had nearly finished. Permitted such of the officers as could be spared to go on shore for exercise and recreation.

Monday, November 24.—Weather fine. Finished coaling to-day at half past 11 a. m., having received on board a total of 184 tons. The bunkers are now all full, and we have on board at least 285 tons. Consuming

at the rate of 16 tons per day, which will give us moderate steaming, we have on board, therefore, eighteen days' fuel. In the afternoon permitted a batch of "libertymen" to go on shore.

Tuesday, November 25.—Weather fine. Getting down the old and getting up the new main yard, brought on board from the *T. B. Wales.* Sent another batch of libertymen on shore. Breaking out the hold to take an "account of stock," as up to this time we have not been able to ascertain precisely what we have on board in the way of salted provisions. Ship's draft: Aft, 15 feet 4 inches; forward, 14 feet 10 inches. An English schooner from Barbados for Curaçao appeared off the harbor about meridian. Sent a boat on board of her and got some newspapers. She held onto the island until nightfall, when she made sail to the southward and westward.

Wednesday, November 26.—Weather fine, but very warm. Let the last batch of "libertymen" go on shore. Ordered a court-martial for the trial of George Forrest, seaman. The court sentenced him to forfeit all prize money due him and to be discharged in disgrace from the ship. At 7:30 called all hands to muster, read the sentence of the court and made a few remarks to the crew, and ordered the prisoner to be landed. The bark got underway, and proceeded to her new rendezvous. Upon the return of our boat, got underway under sail. Exchanged three men for three others, volunteers, from the bark.

Thursday, November 27.—Weather fine, with a fresh trade wind. In the early morning made a sail, which we soon discovered to be the bark, our late consort. Exercised the crew at quarters. Latitude, 13° 12′ 24″; longitude, 65° 30′.

Friday, November 28.—Weather fine, thermometer from 82° to 85°. A fresh trade during the past night, moderating somewhat this morning. Getting up grapeshot and reducing the charges of the rifle gun, the recoil being too great with the present charges. Indeed, the gun is too light for its caliber. Returned all the prisoners to their duty (only two). One has all sorts of characters to deal with in a ship's crew, and a vigorous arm is necessary. The boys (picked up in the streets of Liverpool) are most incorrigible young rascals. We are now in commission, however, three months, and I am beginning to bring "order out of chaos." I regard my crew now as in fair fighting trim, though for want of surplus shot I have not given them as much target practice as I could desire. I am looking for a California steamer, and whilst I am looking for her perhaps I may find a fight. Latitude, 16° 19′; longitude, 66° 06′.

Saturday, November 29.—Fine weather. At 7:30 made a steamer, steering about E. S. E.; probably a French steamer as she was steering in the direction of Martinique. Hauled upon a wind for a moment, to make preparations for lowering the propeller, but soon kept away again, upon perceiving that the steamer did not change her course or otherwise appear to notice us, from which it was quite evident that she was a neutral, as she was a large vessel. At 9 a. m. made the island of Porto [Puerto] Rico. In the afternoon entered the Mona Passage. Shortened sail to permit a bark to come up with us. Showed her the United States colors, to which she responded with the English. Her name (on the stern) was the *Barbados.* She dipped her colors in salute, but as the salute was not intended for the Confederate States, did not answer it. To-day has been a great "house-cleaning" day with the first lieutenant, who, perfectly regardless of Mona Passage, strange sails, etc., is busy with his holy stones and sand, etc. At nightfall the wind hauled to the N. and began to look squally, but about 8 p. m. got

a sight with our glasses of the islands of Mona and Desecheo—quite a relief. Latitude, 17° 45′ 53″; longitude, 67° 15′ 15″. I fully expected to see an enemy's cruiser in this passage, through which so much commerce passes, but none was visible. Gave an order to the paymaster to-day, authorizing him to pay the increased rates agreed upon with the crew, off Terceira, viz:

Crew.	Pay per month.	Crew.	Pay per month.
	£ s.		£. s.
Master-at-arms	6 0=$29.04	Cockswains	5 10=$26.62
Yeoman	6 0= 29.04	Captain of forecastle	5 10= 26.62
Ship's steward	6 0= 29.04	Captains of tops	5 0= 24.20
Ship's corporal	5 10= 26.62	Captains of afterguard	5 0= 24.20
Armorer	6 0= 29.04	Captains of hold	5 0= 24.20
Ship's cook	5 10= 26.62	Cabin steward	5 0= 24.20
Chief boatswain's mate	6 0= 29.04	Wardroom steward	5 0= 24.20
Second boatswain's mate	5 10= 26.62	Seamen	4 10= 21.78
Gunner's mate	6 0= 29.04	Ordinary seamen	4 0= 19.36
Carpenter's mate	6 0= 29.04	Landsmen	3 10= 14.94
Sailmaker's mate	5 10= 26.62	Boys	2 0= 9.68
Quartermasters	5 10= 26.62	Firemen	7 0= 33.88
Quarter gunners	5 10= 26.62	Trimmers	5 0= 24.20

Sunday, November 30.—Weather fine in the forenoon. Mustered and inspected the crew. At 9 a. m. sent a boat on board a Spanish schooner, twenty days from Boston, bound to the port of San Domingo. Received some newspapers by her as late as the 13th instant. Soon afterwards another sail was discovered to leeward, beating up the coast. Ran down for her, and when within proper distance hoisted the United States colors. The stranger responded with the same; whereupon, according to our usual practice, we hoisted our own colors and fired a blank cartridge. This hove her to, when we sent a boat on board of her. She proved to be the bark *Parker Cook*, of and from Boston, bound to Aux Cayes. This was a very timely capture, as our provisions were running short, and the prize was provision-laden. Got on board from her a quantity of pork, cheese, and crackers, etc., and at 10 p. m. illuminated the shores of St. Domingo with a flambeau furnished by wicked men, who would gladly see another St. Domingo revolution in our unhappy country. In the afternoon the weather became angry, and the wind blew fresh, raising considerable sea, and we were in the bight of Samana. I felt for a while a little uneasy about drifting too near the shore. These are some of the anxieties of a commander that his officers scarcely ever know anything about. Our prize was burned off Cape Raphael [Rafael]. I did not turn in until near midnight; was called two hours afterwards, upon having run a prescribed distance; turned in again, and had just comfortably fallen asleep when the officer of the deck came down in great haste to inform me that a large ship was standing down directly for us. We were hove to, and as the moon had gone down and the night was dark, I knew she must be close aboard of us. I immediately ordered the main topsail filled, and hurrying on a few clothes, sprang on deck. The danger was passed (at a glance), as the intruder was abaft the beam, running to leeward. Wore round and followed him. Latitude, 18° 59′ 11″; longitude, 68° 45′.

Monday, December 1.—Weather fair; a stiff trade, with squall clouds. A whirlwind passed near us. We had just time to take in the port studding sails, which had been set in chase of the unwelcome disturber of my rest last night. The chase proved to be a Spanish hermaphrodite brig. At 10 a. m. caused a Dutch galliot to show her colors; and at 1 p. m. a bark to show Spanish colors. Land in sight on the

port beam, and at noon Cape Francois [Frances Viejo] ahead. Latitude, 19° 40′; longitude, 69° 49′.

Tuesday, December 2.—Weather fine; wind moderate in the morning, fresh in the afternoon; running down the land; off the grange at noon. Last night at 10 p. m. a sail was reported on the port quarter nearly astern, running down before the wind, like ourselves, having lights up, and looming up large. I called all hands to quarters and cleared the ship for action, pivoting on the port side, and loading the guns. As the stranger ranged up nearly abeam of us—distant about 800 yards—we discovered him to be a heavy steamer, under steam, and with all studding sails set on both sides. Here was a fix. We had no steam up ourselves, and our propeller was triced up. A few minutes, however, decided our suspense. From the quiet movement of the steamer on her course, without shortening sail, or otherwise, as far as we could see, making preparation for battle, it was quite evident that he was not an enemy. He was a ship of war—probably a Spaniard—bound from St. Domingo to Cuba. My first intention was to range up alongside and speak him, and for this purpose I set the foresail and topgallant sails; but we were soon left far astern, and the stranger was out of sight long before we could have gotten up steam and lower the propeller in chase. Latitude, 20° 04′ 29″; longitude, 71° 50′. Made the island of Tortuga about 3 p. m. A sail reported on the starboard bow, standing across our bow on the port tack. By the stupidity of the lookouts, the first thing we knew she was off on the starboard quarter and to windward of us, she having been on the starboard tack all the while. I turned in to-night hoping to get some rest, as I had been up the greater part of last night; but after undressing, and before getting into my cot (10 p. m.), the officer of the deck came below in a great hurry to say that there was a large vessel running down upon us (we were hove to), which appeared to be a steamer. I immediately ordered the officer of the deck to fill away, went on deck, and at a glance perceived that the sail was a brig, running clear of us some distance astern. I went below again, and this time succeeded in actually getting into bed, when I was again aroused by the announcement that a vessel with very white canvas was running down upon or a little forward of our weather beam. I went on deck, filled away again, and ran on under easy sail to await the stranger's approach; the night squally, with showers of rain, and the wind fresh. At 1:30 a. m. the stranger approached, and we spoke him. He was a small schooner (white, as almost all the West India schooners are), Spanish, etc. Turned in at 2 a. m., and at daylight down came intelligence again that there were two sail in sight; and at 7 a. m., one of them being within signal distance, I had again to turn out, etc. This night will answer as a prototype of a great many spent by me in my cruises.

Wednesday, December 3.—We are cruising to-day, with the weather very fine and clear, in the passage between St. Domingo and Cuba, off the west end of Tortuga, and have caused to show their colors a Spanish brig, an English hermaphrodite brig, and an Oldenburg bark; and at noon squared away for the east end of Cuba. Where can all the enemy's cruisers be, that the important passages we have lately passed through are all left unguarded? They are off, I suppose, in chase of the *Alabama*. Lowered the propeller. Latitude, 20° 12′; longitude, 72° 58′. At 10 p. m. a bark having come quite near us in the bright moonlight, we fired a blank cartridge to heave him to, and wore ship. Disregarding our signal, I directed a round shot to be fired at him above his hull. Thus had the desired effect, our shot passing,

as we learned from him afterwards, between his fore stay and foremast. He proved to be French, from Port au Prince to France. When asked why he did not heave to at the first shot, he replied that he was a Frenchman, and at war with nobody. Made the light on Cape Maise [Maysi] at midnight.

Thursday, December 4.—Weather settled and fine, with the moon near its full. Standing off and on Cape Maise [Maysi], waiting for our California friend, who should have left Aspinwall on the 1st; pass this point to-day or to-night. Fires banked so as to give us steam at short notice. Several sail passing during the day. At 2:30 p. m. caused to show her colors a Spanish bark. Exercised the crew at the battery at sunset. A beautiful bright night, with the wind somewhat too fresh from the N. E. Lying to, off Cape Maise [Maysi]. Everyone on the tip-toe of excitement, and a good many volunteer lookouts. As for myself, having put the ship in the right position, I turned in at 10 p. m., giving orders not to call me for a sail ship, and got a good night's rest, of which I stood very much in need.

Friday, December 5.—A very fine morning, with a highly transparent atmosphere. The west end of Haiti visible, though distant 90 miles. On this fine, balmy morning I enjoyed exceedingly the cheerful notes of our canary. This is a little prisoner made on board one of the whalers, and sometimes [in the] early morning I fancy myself amid "jessamine bowers," inhaling the fragrance of flowers and listening to the notes of the wild songsters, so common in our dear Southern land. May God speedily clear it of the wicked, fanatical hordes, that are now desolating it under pretense of liberty and free government. If the California steamers still take this route, the steamer of the 1st must have been delayed, otherwise she should have passed us last night. Several sail in sight, but I can not yet leave my station to overhaul them, lest my principal object should be defeated. At meridian a schooner would stumble right into my path without the necessity of a chase. I brought her to, and she proved to be United States. She was the *Union*, of and from Baltimore, for Port Maria, on the north side of Jamaica. Her cargo being English, I released her on a ransom bond for $1,500 (she was of 90 tons and 13 years old); kept her by me until sunset, and then permitted her to depart, having sent on board of her the prisoners from the bark *Parker Cook*. Our hopes of capturing a California steamer were considerably dampened by the intelligence given us by the master of this schooner that the California steamers no longer ran this route, but that the outward bound took the Mona Passage (?) and the homeward bound the Florida Gulf Passage. Still I [will] wait a day longer, to make sure that I have not been deceived. Hove to for the night, with the cape bearing about north, it being nearly calm.

Saturday, December 6.—Beautiful, clear weather, with a light breeze from the S. W. and S., nearly approaching a calm all the morning. At 9 hoisted the propeller and made sail to the northward and eastward. The outward-bound California steamer is due off the cape to-day if she takes this route at all; I will therefore keep the cape in sight all day. I glean the following paragraph from a New York letter published in a file of the Baltimore Sun received from the schooner *Union:*

> The shipments of grain from this port during the past week have been almost entirely in foreign bottoms, the American flag for the moment being in disfavor in consequence of the raid of the rebel steamer *Alabama*.

Lying to all night; nearly calm.

Sunday, December 7.—Clear and serene weather; nearly calm. At 11 a. m. mustered the crew and read the articles of war. At about 1 p. m.,

whilst standing toward the cape, under topsails and topgallant sails, a steamer was reported on our starboard bow. She had become plainly visible from the deck, and was standing pretty nearly in our direction. I immediately ordered the propeller lowered and the fires spread; and in fifteen minutes we had cleared up everything and were under steam with the crew at quarters. We ran across the track of the steamer astern of him a short distance and hoisted the United States colors. The steamer, which by this time had been recognized to be probably one of the California line, hoisted the same colors. I then fired a blank cartridge, showing colors as usual. This failing to bring her to, after a chase of a few minutes, during which it was doubtful whether we were gaining on him (our steam not being yet well up) I fired two shots at him—the second one fired without orders—which had the desired effect; one of our shots striking his foremasts, but fortunately killing no one. Upon the master being brought on board she proved to be the *Ariel*, from New York for Aspinwall. Sent a prize crew on board. She had on board 140 marines for the enemy's Pacific Squadron, whom I at once disarmed and paroled, the officers being a major and six other officers. I also paroled Commander Sartori on his way to command the *St. Mary's*. Kept the steamer in company during the night and ran in toward the cape in wait for the other steamer which was due the next day.

Monday, December 8.—A very fresh trade wind, with the sky partially overcast. As the homeward-bound California steamer leaves Aspinwall on the 5th we are keeping a bright lookout for her. In the afternoon disabled the prize steamer temporarily by taking off some of her valves to prevent her from attempting to escape if we should give chase to the other steamer. At 9 p. m. sent the engineers on board the prize to restore her valves, and putting a prize crew on board again (it had been withdrawn) I steamed for Jamaica on or about the line which I supposed the California steamer would take. Hove to and sent a boat on board a Dutch bark.

Tuesday, December 9.—Weather fine; prize in company. At 7 a. m. spoke an English schooner; at 9:30 made the island of Navaza on the port bow; at 2:30 p. m. made the east end of Jamaica, and at 7:30 came up within about 9 miles of Morant Point light, and slowed down, for the prize to join company. At 8 gave chase to an hermaphrodite brig, and as we came up to her fired a blank cartridge and lowered and dispatched a boat. Just at this moment it was reported to me that the engine had become entirely useless from the giving way of one of [the] valve castings, and that it would take full twenty-four hours to make the repairs. In the meantime the brig had, strange to say, not hove to, and we could not move a foot in further pursuit of her; and we could not fire a shot at her, lest in the darkness we might hit our own boat; and I was for a while quite anxious lest my boat should be led off too far in pursuit. However, the wind became light, and the boat returned in about an hour and reported that she had overhauled the brig, which was from one of the German states, just out of Kingston, and that the yellow fever was prevailing at the latter port. It was my intention to carry my prize into Kingston to test the question whether the governor would permit me to land my prisoners there—some 700 in number—but upon learning the above intelligence, it would have been inhuman to put ashore, even if permitted (and I greatly doubted on this point), so large a number of persons, many of whom were women and children, to become victims perhaps to the pestilence. Added to this, my ship was for the time being disabled, which

rendered it impossible to take the prize elsewhere; and indeed where could I take her with the hope of being permitted to enter and discharge her live freight? Upon the above facts I made up my mind at once to release her on ransom bond, which I did, and lowered the propeller and made sail.

Wednesday, December 10.—Running along the north side of Jamaica to the westward. The hillsides and valleys are teeming with the richest vegetation. Wind light and the weather showery. Engineers repairing the late breakdown. At 7:30 shortened sail to topsails and hauled on a wind on the starboard tack, and remained in this condition all night. I am sick with cold and fever.

Thursday, December 11.—Weather clear and fine with a moderate sea breeze. At 11 wore and stood in toward the land on a S. S. W. course. The engineers at work repairing the machinery. At nightfall laid the ship to, with her head to the northward and eastward. The north side of Jamaica appears to be very little frequented.

Friday, December 12.—Another fine, clear day. Running along the island to the westward with a light breeze. At nightfall about opposite the town of St. Anns. The engineers finished the repairs of their engine this evening. Exercised the crew at quarters.

Saturday, December 13.—Weather fine. Passed the west end of Jamaica about noon. Ship-cleaning day. Nothing in sight, and I desire to see nothing (unless it be a homeward-bound California steamer) at present, as it is important I should make the run I contemplate without being traced. I should like to touch at the Caymans for fruits and vegetables for the crew, but forbear on this account. Latitude, 18° 47′; longitude, 78° 27′ 30″.

Sunday, December 14.—Weather fine, trades fresh, running along under topsails. Nothing in sight. Mustered the crew. Rain squalls in the evening. Latitude, 18° 16′ 49″; longitude, 80° 43′.

Monday, December 15.—Fresh trade, ship running along under topsails. This running down, down, before the ever constant trade wind to run up against it, by and by, under steam, is not very pleasant. Still, God willing, I hope to strike a blow of some importance and make my retreat safely out of the gulf. Latitude, 18° 39′; longitude, 83° 06′ 30″.

Tuesday, December 16.—Weather fine, with a moderate "trade;" some passing clouds, and occasionally a sprinkle of rain. Drilling the crew at small arms. Hove to at 8 a. m. with the main topsail to the mast. Nothing in sight. Latitude, 19° 16′ 30″; longitude, 84° 10′. The weather having become squally, and indicating a blow, at 9 p. m. filled away.

Wednesday, December 17.—The wind blew quite fresh during the night, from about N. E. by N.; and to-day it is blowing a moderate gale from about N. E. This is probably a norther from the American coast, modified by its contact with the N. E. trade wind. The clouds look hard and wintry. Took a single reef in the main, and a double reef in the fore-topsail. Close reefed the main topsail at nightfall. Latitude, 19° 18′; longitude, 84° 25′ 15″. The gale has continued all day, with a rough sea, in which the ship is rolling and tumbling about. Weather cloudy and gloomy looking, and wind moaning and whistling through the rigging, enough to give one the blues. These are some of the comforts of seagoing, and we have had our share of them in the *Alabama*. As night set in the gale increased and blew quite fresh for a few hours.

Thursday, December 18.—The gale continues, with dense clouds in

every direction, obscuring the heavens so that we got no meridian altitude. I got a glimpse of the sun, at about nine minutes past noon. When one's ship is in a doubtful position, how eagerly and nervously we watch the shifting clouds near noon, and how remorselessly they sometimes pile up their dense masses just at the critical moment, shutting out from us the narrowly watched face of the sun. One is foolish enough sometimes almost to feel a momentary resentment against inanimate nature—weak mortals that we are. The gale has drifted us so far to leeward that the wind from its present quarter will no longer permit us to "lay through" the Yucatan Passage, and so at 2 p. m. I tacked to the southward and eastward. Latitude, 19° 47′ 50″; longitude, 85° 46′. Weather still thick in the afternoon, with light rain at intervals. We had a very ugly sea last night and this morning, the ship rolling so heavily as to awaken me frequently, though I sleep in a swinging cot; and the water swashing over the decks, and rushing by buckets full down the companion way, which we are obliged to keep open to avoid smothering.

Friday, December 19.—The gale continues with the tenacity of a norther, this being the third day. Last night it blew quite fresh in squalls all night, and there was quite a sea on. This morning the weather is partially clear, and the wind is abating somewhat. This is but a foretaste of the weather we may expect in the Gulf of Mexico. Being in the Gulf of Honduras there is but a small strip of land between us and the former gulf. Latitude, 20° 00′ 35″; longitude, 85° 31′ 45″. Clear at noon. Breeze fresh.

Saturday, December 20.—As ugly a day as one often sees, with a great variety of winds and weather. In the morning the wind was fresh from the N. E., with flying clouds and a bright sun now and then obscured. At about 9 a. m. a cloud bank in the north began to rise, and by 11:30 we had a densely overcast sky with heavy rain squalls. I was running for Cape Catoche, and was greatly disappointed at not getting a meridian altitude, especially after the promise of the morning. At about 11:30 made the land, two islands as described by the man at the masthead. At 4 p. m. sounded in 28 fathoms. Weather threatening a gale. At 6 double reefed the topsails, and sounded in 25 fathoms. I shall endeavor to feel my way around the cape, and gradually bear up for the westward. The bank is apparently clean and safe, but still, groping one's way in the dark in strange waters is a somewhat nervous operation. Latitude, 21° 20′; longitude, 86° 32′.

Sunday, December 21.—We doubled Cape Catoche very successfully last night, hauling around it gradually in from 25 to 20 fathoms, and ran along in the latter depth all night—course W. and W. by S.; sounding every hour. The [wind] blew half a gale and the weather looked threatening. This morning the wind has hauled more to the eastward, and has moderated somewhat. The sky still looks wintry, and the sun sheds a lurid light through a semitransparent stratum of dull, gray clouds. The water is of a light green. At 11 a. m. mustered the crew, and at meridian passed a large steamer (hull down) steering to the eastward—probably a French ship of war from Vera Cruz. Latitude, 22° 06′ 22″; longitude, 88° 40′.

Monday, December 22.—Weather clear and fine, with a fresh trade, increasing to half a gale toward nightfall. Ran on during the past night, in a very regular line of soundings of 20 fathoms, on a course of W. S. W. At 9 p. m., having run within about 20 miles of the Arcas, we anchored for the night in 20 fathoms of water. Wind very fresh, but very little sea on. Latitude, 21° 26′ 47″; longitude, 91° 15′.

Tuesday, December 23.—Weather clear and fine, with the "trade" inclining to be light during the forenoon. At 9 called all hands up anchor, and at 10 we were underway; steering W. S. W. At meridian observed 6 miles to the northward of the Arcas; and altered the course to S. W. Latitude, 20° 18′ 22″; longitude, 91° 50′. At 1:30 p. m. made the Arcas, half a point on the starboard bow, distant about 12 miles; and at sunset came to anchor in 11 fathoms water, with the South Arca bearing N.W. by N. In the course of the afternoon our coal ship, which I had ordered to rendezvous here, hove in sight and joined us at the anchorage a few minutes after we came to. Night fine and anchorage smooth.

Wednesday, December 24.—Weather clear and fine. In the forenoon went into the harbor and examined the entrance and anchorage. The dangers are all visible, and it is only necessary to give the reefs a berth that make off from the points. There is an inner reef making off to the westward from the northern island, but it like the others is visible and there is no danger whatever in approaching it. The Arcas are three low keys lying in a triangle, the northern key being the largest. We found a hut on this latter key, a boat hauled up on the island, a net inside the hut, a boiler or two for trying out oil, and other evidences of the inhabitancy of fishermen or turtlers, but this not being the season for these pursuits, everything had apparently been abandoned for some time. Numerous birds of the gull species were the only living things found on the island, and of these was a great variety of old birds and their fledglings, and some of the former were still laying and setting. They seemed to have no fear of our men, and suffered themselves to be caught by the hand, and knocked on the head with sticks. The vegetation found was on the larger island, and on that it consisted of a dense carpeting of sea kale. Not a shrub of any kind. In the transparent waters on the inner reefs a great variety of the living coral was found in all its beauty, imitating the growth of the forest on a small scale. At 2 p. m. we got underway, and stood in and anchored under the south side of the larger island in 9 fathoms, and moored ship with an open hawser to the north. We entered by the southeast passage between the south and the north island. The bark followed us, entering by the southwest passage, between the south and the west island, and anchored a little to the southeast of us. Our anchorage is open to the southeast, but at this season it does not blow from that quarter, and probably would not bring in much sea if it did. We feel very comfortable to-night in our snug berth.

Thursday, December 25.—Christmas day, the second Christmas since we left our homes in the *Sumter*. Last year we were buffeting the storms of the North Atlantic near the Azores. Now we are snugly anchored in the Arcas; and how many eventful periods have passed in the interval. Our poor people have been terribly pressed in this wicked and ruthless war, and they have borne privations and sufferings which nothing but an intense patriotism could have sustained. They will live in history as a people worthy to be free, and future generations will be astonished at the folly and fanaticism, want of principle and wickedness, developed by this war among the Puritan population of the North; and in this class nine-tenths of the native population of all the Northern States may be placed to such an extent as the "Plymouth Rock" leaven "leavened the whole loaf." A people so devoid of Christian charity, and wanting in so many of the essentials of honesty, can not but be abandoned to their own folly by a just and benevolent God. Our crew is keeping Christmas by a run on shore, which they all seem

to enjoy exceedingly. It is indeed very grateful to the senses to ramble about over even so confined a space as the Arcas, after tossing about at sea in a continual state of excitement for months. Yesterday was the first time I touched the shore since I left Liverpool on the 13th of August last, and I was only one week in Liverpool after a voyage of three weeks from the Bahamas, so that I have in fact been but one week on shore in five months. My thoughts naturally turn on this quiet Christmas day, in this lonely island, to my dear family. I can only hope, and trust them to the protection of a merciful Providence. The only sign of a holiday on board to-night is the usual "splicing of the main brace," *anglicé*, giving Jack an extra allowance of grog. Observed latitude of hut, 20° 12′ 33″ (artificial horizon).

Friday, December 26.—Weather fine, with the breeze from about E. S. E., inclining to be calm toward nightfall. The barometer has gone down the tenth of an inch to-day and is now (7 p. m.) 29.96. I shall begin to look for a norther in about twenty-four hours. We commenced calking our leaky decks to-day, and dispatched the launch to assist in ballasting the bark. I strolled on the islands to-day and amused myself searching for shells along the beach. There are some very pretty diminutive shells to be found, similar to those on the Florida coast, but none of the larger size, except the common conch, of which there are a few. We have made free with the turtle nets of the fishermen found in the hut, and have set them. As yet we have only caught two or three small turtle. I landed on the south island to-day, where they are getting off ballast. This islet is occupied exclusively by the black man-of-war bird, whilst the north islet seems to be divided between the white gannet (with lower edges of its wings black) and the black warrior, the colonies being quite distinct. The birds are still laying and incubating.

Saturday, December 27.—The barometer has risen again and the weather still continues fine. Ballasting the bark, and overhauling and setting up our topmast and lower rigging, and calking decks. Took a stroll on the north island toward sunset. It is dull recreation after the novelty has worn off, with the somewhat tough walking through the sand and the smell and filth of the clouds of gannet.

Sunday, December 28.—Weather cloudy, with the wind from the N. E. At 8:30 descried a schooner from aloft in the N. W., the first sail we have seen, and quite an unexpected sight at this season of the year. After we had armed and manned the cutter to board the sail when it should heave in sight from the deck, it was ascertained that the lookout had been deceived, and that the supposed sail was probably a cloud on the horizon, it having suddenly disappeared. At 11 mustered the crew and inspected the ship. A quiet Sabbath. Strolled on the island toward sunset, with the gannets for companions, the surf for music, and the heavy sand for a promenade. The weather cleared at nightfall, with the breeze fresh from the N.N.E. Some of the men are getting tired of their hard service, the chief boatswain's mate having applied to return to England in the bark. Refused him permission, of course. Constant cruising, vigilance against being surprised by the enemy, salt provisions, and a deprivation of the pleasures of port so dear to the heart of the seaman are probably what most of them did not expect. A tight rein and plenty of work will cure the evil.

Monday, December 29.—Weather clear and fine. At daylight hauled the bark alongside and commenced coaling; calking the decks. Another seaman got drunk to-day and seized his bag to go on board the bark

to return to England. Confined him in double irons. Many of my fellows, no doubt, thought they were shipping in a sort of privateer, where they would have a jolly good time and plenty of license. They have been wofully disappointed, for I have jerked them down with a strong hand, and now have a well disciplined ship of war. Punishment invariably follows immediately upon heels of the offense. It has taken me three or four months to accomplish this, but when it is considered that my little kingdom consisted of 110 of the most reckless sailors from the groggeries and brothels of Liverpool, that is not much.

Tuesday, December 30.—The weather still continues remarkably fine, with a moderate breeze from the E. S. E. We finished coaling to-day, and hauled the bark off in the afternoon. Calking the decks and getting ready generally for our dash at the enemy's coast, or rather at the enemy on our coast, of which he is in possession. A brig hove in sight to-day to the southward and eastward, approaching the islands on the starboard tack until she became visible from the rail, and then tacking; probably a Frenchman making his way from Vera Cruz to the eastward on the banks. Took my usual afternoon stroll on shore. About nightfall the sky assumed a peculiar lurid aspect, becoming dark overhead, whilst the western horizon is lighted up with the rays of the setting sun. Although there is not a cloud visible, one witnessing such appearances elsewhere would fancy himself on the eve of a terrible storm. I attribute it to the reflection from the green waters of the bank. We have cleared away all the old eggs from the gannets' nests, and these prolific layers are now supplying us with fresh. Of fish we can catch none except by trolling. We have no better success with our turtle nets.

Wednesday, December 31.—The weather has been good all day, though we have had a heavy surf on all the reefs, indicating that there is a gale somewhere in our vicinity, probably a norther along the Mexican coast to the westward of us. The wind is at N. N. E. and moderate, and the barometer has been rising all day, though it has not been a tenth below thirty. It is now (4 p. m.) 30.15, so that we shall probably not feel the gale here. Calking and painting.

Thursday, January 1, 1863.—The first day of the new year; what will it bring forth? The Almighty, for a wise purpose, hides future events from the eyes of mortals, and all we can do is to perform well our parts and trust the rest to His guidance. Success, as a general rule, attends him who is vigilant and active, and who is careful to obey all the laws of nature. It is useful to look back on this first day of new year and see how we have spent the past; what errors we have committed and of what faults we have been guilty, that we may avoid the one and reform the other. Although the wind blew pretty fresh during the past night, we did not feel the gale in any force, and to-day the wind has moderated and the weather become fine again. Still calking and painting. The former seems to be an interminable job, with our small gang of calkers. In the afternoon a brig approached the islands, near enough to be seen, hull up, from the deck. She was beating up the bank to the eastward, probably from Vera Cruz.

Friday, January 2.—The wind has been fresh all day, until nightfall, from the eastward, being in some sea, and as we have been riding across the tide the ship has had some motion. Calking and painting, tarring down, and squaring the ratlines, etc. Commenced condensing water to supply the bark for her return voyage to England. I must get to sea on Tuesday, though I fear we shall not be quite done calking. But the Banks expedition must be assembling off Galveston, and time

is of importance to us if we would strike a blow at it before it is all landed. My men will rebel a little yet; I was obliged to trice one of them up for a little insolent behavior.

Saturday, January 3.—A gale of wind, after all, from the S. E., which I had hoped to escape, so rare is it to have blows from this quarter at this season of the year. We have veered to 45 fathoms on each chain, and are in 6 fathoms water astern (there being 9 where the anchors are), and are tailing directly on the reef, with a few hundred feet only between us and it, which, of course, makes me feel a little solicitude. We are open to the S. E. winds, though these blow over the bank from landward; still the water is deep and the land distant and a considerable sea comes in. I have ordered the fires to be lighted under another boiler to guard against accidents. The Arcas are a dirty little anchorage for large ships, being but an open roadstead, affording good shelter only from the north. There is a very small basin between the two reefs running off from the northern island, fit for very small vessels, where they would be secure against northerly and southerly winds; but even here they would be exposed more or less to winds from the westward.

Sunday, January 4.—Weather clear, with the wind fresh from the S. E., dying away in the afternoon. Having determined to put to sea this evening, we commenced getting our coal bags on board from the bark, omitting the usual Sunday muster. Busy with the seamen, as usual on such occasions, sending home their allotments, etc. The weather (3 p. m.) begins to portend a norther, and so I have directed the engineer to hold on with his steam for the present. The wind hauled to the north about 8 p. m., and I delayed going out for the night.

List of privateers known to have been commissioned by

[No reports of the operations of the Confederate privateers having been found, this list is com-
It is believed, however, that other privateers were fitted out and other prizes captured by the below
been omitted.]

Name.	Ports from which fitted out.	Class.	Master.
A. C. Gunnison	Mobile, Ala	Steam tug	Peter G. Cook
Beauregard	Charleston, S. C	Schooner	Gilbert Hay
Calhoun	New Orleans, La	Steamer	John Wilson
Prizes:			
John Adams		Schooner	C. B. Arerall
Mermaid		Schooner	—— Soper
Panama		Brig	—— Powell
Dixie	Charleston, S. C	Schooner	Thos. J. Moore
Prizes:			
Glenn		Bark	
Rowena		Bark	
Mary Alice		Schooner	
Gibraltar	Mobile, Ala	Schooner	W. G. Ford
Gordon	Charleston, S. C	Steamer	Thos. J. Lockwood
Prizes:			
Protector		Schooner	T. J. Linnekin
Wm. McGilvery		Brig	—— Harriman
Gov. A. Mouton	New Orleans, La	Steamboat	Sam'l E. Parker
Isabella	New Orleans, La	Steam propeller	Jas. I. Bard
Jefferson Davis	Charleston, S. C	Brig	Louis M. Coxetter
Prizes:			
John Welsh		Brig	—— Fifield
Enchantress		Schooner	—— Devereaux
S. J. Waring		Schooner	—— Smith
Alvarado		Bark	
Santa Clara		Brig	
John Carver		Ship	—— Edge
Mary E. Thompson		Brig	—— Havener
Mary Goodell		Schooner	—— McGilvery
J. O. Nixon	New Orleans, La	Schooner	John Wilson
Lorton	Baltimore, Md	Schooner	W. T. Kendall
Manassas	New Orleans, La	Steam propeller	Jno. A. Stevenson
Mariner	Wilmington, N. C	Steam propeller	B. W. Berry
Prize:			
Nathaniel Chase		Schooner	Daniel Doane
Matilda	New Orleans, La	Bark	F. Belcher
Music	New Orleans, La	Steamer	Thos. McLellan
Petrel	Charleston, S. C	Schooner	Wm. Perry
Pioneer	New Orleans, La	Submarine propeller	John K. Scott
Rattlesnake	Charleston, S. C	Steamship	T. Harrison Baker
Retribution	Galveston, Tex	Schooner	Thos. B. Power
Prizes:			
Emily Fisher		Brig	—— Staples
Hanover		Schooner	Washington Case
J. P. Ellicott		Brig	—— Deveraux
Sallie	Charleston, S. C	Schooner	Henry S. Lebby
Prizes:			
B. K. Eaton		Brig	
Betsey Ames		Brig	Richard C. Bartlett
Elsinore		Brig	
Granada		Brig	A. C. Pettengill
Savannah	Charleston, S. C	Schooner	T. Harrison Baker
Prize:			
Joseph		Brig	—— Myers
Sealine	Baltimore, Md	Brig	W. T. Kendall
V. H. Ivy	New Orleans, La	Steamer	N. B. Baker
Wm. H. Webb	New Orleans, La	Steamer	Joseph Leach
York	Norfolk, Va	Schooner	John Geoffroy
Prizes:			
B. T. Martin		Brig	
Geo. G. Baker		Schooner	

the Confederate States, together with a list of their prizes.

piled only from such official documents as the Office of Naval War Records has been able to obtain. mentioned vessels, but having no official documents from which to gather data, their names have

When commissioned.	Tonnage.	Guns.	Men.	Date of capture.	Remarks.
May 25, 1861	52	2 6-pounders	15		
Oct. 14, 1861	101	1	40		Captured Nov. 12, 1861, by the bark Wm. G. Anderson, Capt. Wm. C. Rogers, U. S. N.
May 15, 1861	500	1 18-pounder 2 12-pounders 2 6-pounders	150		
				May, 1861	
				May, 1861	
				May 29, 1861	
July, 1861	150		30		
				July 31, 1861	
				July, 1861	
				July 25, 1861	
Feb. 5, 1864	60	2	30		
July 15, 1861	518	3	50		
				July 28, 1861	
				July, 1861	
June 10, 1861	125	1 9-pounder 1 6-pounder	25		
June 4, 1861	800	10	225		
June 18, 1861	187	5	75		Formerly the slaver Echo.
				July 6, 1861	
				July 6, 1861	
				July 7, 1861	
				July 21, 1861	
				Aug. 5, 1861	
				Aug., 1861	
				July 9, 1861	
				July 9, 1861	
July 3, 1861	95	1 18-pounder 2 carronades	40		
June 11, 1861	95	1	25		
Sept. 12, 1861	387	1	36		
July 14, 1861	135	1 6-pounder. 2 12-pounders	30		
				July 25, 1861	
June 8, 1861	400	4 to 6	150		
May 15, 1861	273	2 6-pounders	100		
July 10, 1861	82	2	35		Formerly revenue cutter Aiken. Sunk by U. S. frigate St. Lawrence, Capt. H. Y. Purviance, U. S. N., July 28, 1861.
Mar. 31, 1862	4	Magazine of explosives.			
Nov. 5, 1862	1,204	6	130		Formerly Nashville. Destroyed February 28, 1863, by U. S. monitor Montauk, Commander John L. Worden, U. S. N.
Oct. 27, 1862	150	3	30		
				Feb. 19, 1863	
				Jan. 31, 1863	
				Jan. 19, 1863	
Sept. 28, 1861	171	1	46		Formerly the Virginia.
				Oct. 30, 1861	
				Oct. 17, 1861	
				Oct. 12, 1861	
May 18, 1861	53	1	30		
				June 3, 1861	
June 11, 1861	179	1	35		
May 16, 1861	454	1 15-pounder	60		
May 18, 1861	656	4 12-ponnders	100		
July 9, 1861	68	1 6-pounder	30		Driven ashore and destroyed by the U. S. S. Union, Commander J. R. Goldsborough, U. S. N., August 9, 1861.
					Recaptured.

Capture of the brig Betsey Ames by the C. S. privateer Sallie, October 17, 1861.

Libel of H. S. Lebby, master of C. S. privateer Sallie, in behalf of himself and others, against the brig Betsey Ames.

CONFEDERATE STATES OF AMERICA,
South Carolina district, in admiralty:

To the Hon. A. G. MAGRATH, *Judge of the District Court of the Confederate States for the South Carolina District:*

The libel of H. S. Lebby, master of the private armed schooner called the *Sallie*, in behalf of himself and of the owners and of the rest of the officers and crew of the said privateer and of the Confederate States, against the brig *Betsey Ames*, her tackle, apparel, furniture, and cargo, alleges and articulately propounds and declares as follows:

1. That open and public war did, at all times mentioned in this libel, exist and does still exist between the Confederate States and the United States of America.

2. That the said H. S. Lebby, on the [28th] day of [September], in the year of our Lord 1861, did receive from the President of the Confederate States of America a commission authorizing him, the said H. S. Lebby, and the officers and crew of the said *Sallie*, to subdue, seize, and take any armed or unarmed United States vessel, public or private.

3. That in pursuance of said commission he, the said H. S. Lebby, master as aforesaid, being on a cruise in the said *Sallie* on the [17th] day of [October], in the year aforesaid, on the high seas, to wit, opposite Bahama Banks, in longitude 70°, did subdue, seize, and take as prize of war the said brig called the *Betsey Ames*, whereof one [Richard C. Bartlett] was master, laden with a cargo of machinery, boilers, flues, apples, onions, cabbages, corn meal, animal carbon, and other articles, bound from New York to Cardenas, and that the said brig, her tackle, apparel, furniture, and cargo did belong to the Government of the United States or to a citizen or citizens inhabitant or inhabitants thereof, and was and is the lawful subject of prize; and that the said brig, having been taken and seized as aforesaid, has been brought in charge of a prize master and prize crew into the North Edisto River, to wit, at Charleston, one of the ports of the Confederate States, for legal adjudication, and is now in the said port within the jurisdiction of this honorable court.

4. That by reason of the matters aforesaid the said brig, called the *Betsey Ames*, with her tackle, apparel, furniture, and cargo, have become forfeited as war prize.

5. That all the aforesaid premises are and were true, public, and notorious, and within the admiralty and maritime jurisdiction of the Confederate States and of this honorable court, of which due proof being made the libelant prays the usual process and monition of this honorable court in this behalf to be made, and that all persons interested in the said brig, her tackle, apparel, furniture, and cargo, may be cited in general and especial to answer the premises, and all due proceedings being had thereon, that the said brig, her tackle, apparel, furniture, and cargo, may be condemned by the definite sentence and decree of this honorable court as forfeited and adjudged to be lawful prize, to be distributed as by law is provided respecting captures made by private armed vessels.

B. C. PRESSLEY,
Libelant's Proctor.

Decision of the C. S. district court in the case of the C. S. privateer Sallie v. the brig Betsey Ames and her cargo.

IN THE CONFEDERATE COURT, SOUTH CAROLINA DISTRICT.

THE OFFICERS, OWNERS, AND CREW OF THE privateer Sallie
v.
THE BETSEY AMES AND HER CARGO.

On hearing read the report of the commissioner, with the evidence taken in preparation, it is ordered, adjudged, and decreed that the vessel and cargo be condemned and forfeited as lawful prize of war. It is further ordered that the marshal, after public advertisement, proceed to sell, on Tuesday, the 19th day of November, the said vessel and her cargo at public auction for cash, and pay out the proceeds of such sale according to law.

A. G. MAGRATH.

November 14, 1861.
True copy:

H. Y. GRAY,
Clerk.

Letter from A. Lilly, late C. S. privateer Beauregard, to the Secretary of War of the Confederate States, setting forth his case as prisoner at Key West, Fla.

KEY WEST, FLA., *February 11, 1862.*

HONORABLE SIR: On the 5th of last November, myself and twenty-six others left the city of Charleston, S. C., on the schooner *Beauregard* for the purpose of privateering and destroying the vessels of our Northern enemies, under a commission of our honored President, and on the 12th of November we were captured by a Northern bark called the *William G. Anderson*, commanded by one William C. Rogers, and were brought to this place, and on the 20th of November put into the county jail, where we have been closely confined ever since. Our situation since our capture has been truly a deplorable one, as we have suffered under almost every privation, such as the want of necessary food, want of good water, want of necessary exercise, together with every indignity while on the bark, such as the most scurrilous language from the officers and commander, and fed for nine days on ship biscuit and water only. At this place our fare is but little better, being of the coarsest kind and as filthy as it is possible to imagine.

My object in this instance is to call upon you and the proper authorities to see if you can not do something to relieve us from our sufferings. All of us are ready and willing at any moment to do all that lies in our power to assist our country in defending its rights to the fullest extent of our ability.

The people of this island are at least two-thirds in favor of the South, but they have been compelled to take the oath of allegiance to the Northern Government, and are continually watched with the strictest vigilance. There are now 3,500 Northern troops on the island, and many more expected daily. Anarchy reigns rampant on this island.

Very respectfully, your obedient servant,

A. LILLY.

Hon. J. P. BENJAMIN,
Secretary of War of the Confederate States of America.

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